

July 25 1860

**AMERICAN**

# **RAILROAD JOURNAL.**

**STEAM NAVIGATION, COMMERCE, FINANCE,**

**INSURANCE, BANKING, MINING, MANUFACTURES.**

---

**HENRY V. POOR, *Editor.***

---

**SATURDAY, JUNE 16, 1860.**

---

**Second Quarto Series, Vol. XVI., No. 24.---Whole No. 1,261 Vol. XXXIII.**

---

---

**ESTABLISHED IN 1831.**

---

**NEW-YORK:**

**PUBLISHED WEEKLY, BY**

**JOHN H. SCHULTZ & CO.**

**Front Room, Third Floor,**

**No. 9 Spruce Street.**



# Iron Bridge Contractors.

## THE TRENTON LOCOMOTIVE COMPANY

contract to erect complete,  
**IRON BRIDGES**

Upon Wooden, Stone or Iron Abutments and Piers,  
FOR MUNICIPALITIES,  
OR RAILROAD COMPANIES.

Having been in the business for several years, they have a large experience and ample facilities. They refer to their Bridges built for the NORFOLK AND PETERSBURG RAILROAD COMPANY, and to their work now in progress for the CHARLESTON AND SAVANNAH RAILROAD COMPANY.

They also manufacture  
**CAR WHEELS,**  
Freight, Platform, Coal, Ore and Lime Cars,  
AND ALL DESCRIPTIONS OF  
**RAILROAD WORK.**  
Also IRON BUILDINGS & IRON ROOFS.

Address: **A. H. VANCELEVE, Pres't,**  
TRENTON, N. J.

**CHARLES E. SMITH & CO.,**  
**FAIRMOUNT IRON WORKS,**  
30th Street, above Coates, Schuylkill,  
PHILADELPHIA, Pa.



Address:—"BOX,"  
PHILADELPHIA, P. O.  
MANUFACTURERS OF  
ALL SIZES OF RAILS.  
OLD RAILS RE-ROLLED.  
STREET RAILS.  
SMALL RAILROAD IRON  
Suitable for Turnouts, Ware-  
houses, Coal Yards, etc. Also

Band Iron, Gas Tubing, T and L Iron,  
MARBLE AND STONE SAWS,  
Railroad Chair Iron and Bands, and Bars,  
OF EXTRA WIDTH, LENGTH, OR GAUGE.  
**PUNCHED WASHERS**  
Of all regular sizes, kept constantly on hand. Any others  
made to order.

CHARLES E. SMITH, CHAS. WHEELER, JR.  
STEPHEN MORRIS, STEPHEN P. M. TASKER.  
THOS. T. TASKER, JR.

**MITCHELL & WORCESTER,**  
GENERAL COMMISSION MERCHANTS,  
Agents for the sale of



**SAFES**  
AND LOCKS,  
RAILWAY SUPPLIES,  
FORGINGS,  
NAILS, TACKS, ETC.,  
No. 146 Chambers st.,  
NEW YORK.

**RICHARD DUDGEON,**  
**MACHINIST,**  
HAS removed to his new building No. 24 Columbia  
st., where he will be glad to see his former friends  
and customers, and the  
public in general, who  
may require



**Hydraulic Jacks,**  
of from 4 to 150 tons  
lifting power. PULL-  
ING JACKS of differ-  
ent sizes.

**Hydraulic Presses**  
WITH PLATENS.

**Hydraulic Punches**  
for punching from 1/8 to  
one inch holes through  
iron one inch thick.—

**FORCE PUMPS**  
for Hydraulic Presses for testing tubes, cylinders, etc.,  
as high as 20,000 lbs. to the inch. **STEAM CAR-**  
**RIAGES** for good hard roads. **SQUIRTING OIL**  
**CANS,** etc.

TRADE MARK.



TRADE MARK.

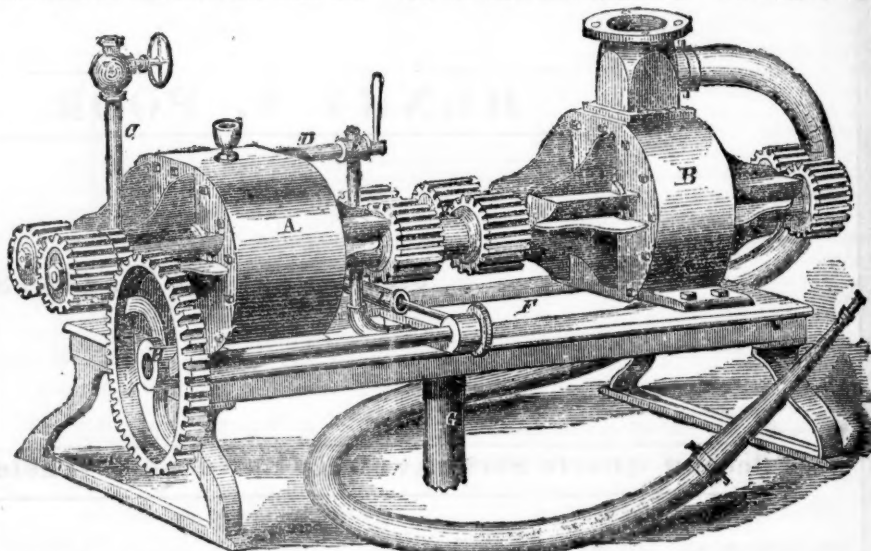


**THE CROCKETT LEATHER CLOTH CO.,**  
Corner Mill and Brown Sts., **NEWARK, N. J.**

MANUFACTURERS OF  
**J. R. & C. P. CROCKETT'S**  
**PATENT ENAMELED LEATHER CLOTHS,**  
OF ALL COLORS, ALSO

**VERY SUPERIOR COACH AND FURNITURE VARNISHES,**  
WARRANTED TO STAND IN ANY CLIMATE.  
**G. EDWARDS, Agent, Office, 165 William St., NEW YORK.**

**RAILROAD STEAM PUMPS.**



**HOLLY'S PATENT ROTARY PUMP AND ENGINE,** the most simple, durable and reliable  
PUMPING APPARATUS, yet introduced. Adapted for Steam Fire Engines, Railroad Stations and Factories, and arranged  
to be driven by Steam, by Power or by Hand.

**C. W. COPELAND, 122 Broadway, New York.**

**PROTECTION AGAINST THIEVES.**

**THE PATENT**  
**PREMIUM INSURANCE**  
**DOOR BOLTS,**

PECULIARLY adapted to all doors where safety is required  
are unequalled for strength, and pronounced by judges  
**BURGLAR-PROOF.** This is not the Door Fastener  
carried in the pocket. Manufactured by

**HENRY BURT,**  
No. 11 Newton st., Newark, N. J.  
For sale at Clough's Yankee Notion Depot (231 Pearl st.).  
New York, and by the trade generally.

**J. MURRAY, JR.,**  
**ARCHITECT & BUILDER,**

No. 3 CEDAR STREET,  
(Near Pearl), **NEW YORK.**  
STORES AND OFFICES FITTED UP.

**D. VAN NOSTRAND,**  
**BOOKSELLER, PUBLISHER,**

AND  
**IMPORTER,**  
**192 BROADWAY, NEW YORK,**  
(UP-STAIRS.)

BOOKS imported from London and Paris by every  
steamer, and at the lowest possible rates, and, for Public  
Institutions, free of duty.  
A large stock of the principal FRENCH, ENGLISH and  
**AMERICAN MILITARY AND ENGINEERING**  
Works on hand.

**CAR DUCK.**  
**HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS.**  
u to 140 inches, PLUSHES, BURLAPS, CAR HEAD  
LININGS, and all kinds of RAILROAD SUPPLIES.

For sale by  
**WILLIAMS & PAGE,**  
**67 Water st., Boston.**



# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVI., No. 24.]

SATURDAY, JUNE 16, 1860.

[WHOLE No. 1,261, Vol. XXXIII.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the Journal.

## PRINCIPAL CONTENTS.

Houston Tap and Brazoria Railroad .....	505
Texas and New Orleans Railroad .....	505
Indiana Central Railroad .....	506
Ohio and Mississippi Railroad .....	507
Fund—Retention of the Possession of Personal Property .....	508
Canadian Tolls .....	509
New York Canals .....	510
Mobile and Ohio Railroad .....	510
Baltimore and Ohio Railroad .....	510
Tazewell County Bonds .....	510
Grand Trunk Railway .....	511
Railroads of the State of New York .....	513
New York and Erie Railroad .....	520
Railroads in Minnesota .....	520
Hudson River Railroad .....	521
Terre Haute, Alton and St. Louis Railroad ..	521
New York Central Railroad .....	521
Galena and Chicago Railroad .....	521
Watertown and Rome Railroad .....	522

## American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, June 16, 1860.

### Houston Tap and Brazoria Railroad.

The Houston Tap, and the Houston, Tap and Brazoria Railroad are one and the same. The former, seven miles in length, was built by the city of Houston four years since, to connect with the Buffalo, Bayou Brazos and Colorado Railroad. When the charter of the Houston, Tap and Brazoria road was obtained, a purchase of the Tap road with its equipment was made of the city by the new company, at its original cost—130,000. From the Junction or terminus of the Tap road, the Houston, Tap and Brazoria Railroad Company have, within the past two years, completed a road to Columbia, 50 miles, at a cost of \$12,000 per mile—making the whole cost of the road, including rolling stock, about \$600,000. Beyond Columbia, west of the Brazos River, the road has been graded nearly 30 miles, and the iron will be laid down during the summer. The office of the Company is at Houston Texas; E. M. TAYLOR, President.

### Texas and New Orleans Railroad.

We invite the attention of capitalists to the advertisement in another column of Messrs. C. CONGREVE & SON, and E. WHITEHOUSE, SON & MORRISON, of this city, offering for sale \$500,000 Land Grant Mortgage bonds of this company. They are part of an issue limited to \$1,500,000, secured by a mortgage upon the road bed and appurtenances of the entire line lying within the State of Texas—commencing at Houston and running thence due east to the Sabine river (the boundary line between that State and Louisiana), a distance of 106 miles. These bonds bear 8 per cent. interest, payable semi-annually, in this city; the principal re-imburseable November 1, 1878. They are further secured by mortgages upon twelve sections of land per mile, in the aggregate 12,000 square miles, or 768,000 acres. The estimated cost of the road with its appurtenances is \$2,920,000. The resources of the company consist of \$1,000,000 of stock, \$420,000 of bonds to the State, at 6 per cent. interest, secured by a mortgage upon 70 miles of the road bed and equipment, and the \$1,500,000 of bonds above referred to. The lands upon which the mortgage is based, have been donated to the company by the State of Texas, and comprise 16 sections of lands, of 640 acres each, per mile. The company has also a loan from the State of \$6,000 per mile in United States 5 per cent. bonds. The following is a recapitulation of the security upon which the bonds rest, as set forth in the report of the company:

1st. They are a mortgage upon a railroad and its appurtenances of the estimated cost of \$2,920,000, the net earnings of which cannot be less than \$951,667, equal to 32½ per cent. per annum.

2d. They are a mortgage upon 768,000 acres of land, given directly by the State to the company, the probable value of which will be equal to a treble redemption of the entire issue.

3d. As additional security for the prompt payment of the interest coupons—pending competition of the road for through business—are mortgaged by special trust deed, town and individually given lands, at present estimated at \$600,000.

The Louisiana division of the Texas and New Orleans railroad commences at the terminus of the Texas division on the Sabine river, and runs thence to New Iberia, a distance of 115 miles. At this point it will connect with the New Orleans, Opelousas and Great Western Railroad when the lat-

ter company shall have constructed the additional 45 miles required to carry it to that point, from its present terminus at Brashear City. Contracts have already been made and arrangements entered into for the accomplishment of this object within the ensuing year. When these lines are completed, the cities of Houston and New Orleans will be brought within 14 hours of each other, and the time from the capital of Texas to New York will be reduced to 90 hours.

Up to the present time 45 miles of road have been constructed, and in every department the work is being prosecuted with an energy, which is a good earnest of completion within the present year. As illustrative of this is subjoined the sum of the report of the State Engineer of Texas to the Board of School Commissioners:

*General Observations with which the detailed Report of the State Engineer of the State of Texas of his first examination of the Texas and New Orleans Railroad is concluded:*

The character of the road so far as completed is decidedly good. It is as yet imperfect, as much drainage is needed to maintain the bed of the road dry and firm during the heavy rains in winter:

The road also needs ballasting and a general readjustment, yet it is decidedly a good new road. The natural surface of the country being nearly a level, heavy grades are avoided, the line can at an extremely small cost be maintained in a good condition, while the wear and tear to rolling stock will be small. The contractors have a force of about 400 hands at work upon the line of the road, and the few defects arising from hasty construction will in a very short time be entirely corrected.

The entire line of the company's road when completed will be about 223 miles in length, viz:

From the Sabine to Houston (Texas Division) ..... 106 miles.  
Do., New Iberia (Louisiana Division)..... 117 "

Total distance..... 223 miles.

This will give the connection with the City of New Orleans, as at New Iberia a junction is made with the New Orleans and Opelousas Railroad.

The distance from Houston to New Orleans by rail is 337 miles, which can easily be made in from 13 to 14 hours. Upon the communication being formed with the lines running north, Houston will be placed in from 84 to 90 hours' run of New York. This is no visionary result, but will be the daily practical result of the completion of this company's road. Its influences upon our state are so self-evident that no comments are necessary.

This company has its whole road and works un-

der contract, both in Texas and Louisiana. The stock and bond subscription for the Louisiana division amount to over one million of dollars, and will be increased during the present year.

In Texas, the company have now delivered on the line of the road 7,035 tons of iron, with all the requisite chairs, spikes, frogs, switch-irons, water tank fixtures, pile drivers, steam engines, and machinery for building piers and abutments, and putting up bridges. In fact, all the necessary implements and materials to insure the construction of a first-class railway with rapidity and economy. There are rails enough on the line of the road now to lay down seventy-five miles of track, besides 1,081 tons at Galveston and afloat, and advised 1,013 tons more—in all, 9,079 tons. Arrangements have been made for an additional quantity, to be shipped as rapidly as the company may need it. In addition to the iron now upon the line of the road, there are not less than 60,000 cross ties prepared and ready for laying down, and the contractors are rapidly getting out the balance needed to complete the entire Texas division of the road.

The bridges over the Neches, Trinity and San Jacinto Rivers, are now in course of construction, and are progressing at a speed to insure a speedy completion. All of these bridges are constructed on the plan of the Howe Patent Truss, the most approved wooden and iron bridges used for railway purposes.

The company have also a first-class river steamboat, the "Florida," used for transporting the rails, machinery and other materials from the coast to the line of the road. The boat cost the company \$32,000. They have also an A 1 screw steamship, the "La Crosse," used at sea for towing and lightering the iron and machinery ships, and doing other business for the company on the Texas and Louisiana coast during the construction of the road.

Seventy-five per cent. of the whole of the work upon the Texas division of this road, preparatory to laying the track, is completed, and the materials are on hand and ready for use.

Large amounts of land, and city and town lots, on the line of the road have been donated to the company by corporations and individuals, to promote the speedy and certain construction, amounting to at least \$300,000, at a fair, low valuation at this time, and will rapidly enhance in value by the construction and opening of the road for public business.

Perhaps no road or corporation in the world ever presented itself to its government, asking aid and assistance, presenting a fairer record, or more worthy of patronage. Its evidences of good faith, and ability to prosecute to a successful completion the object for which its charter was granted are of such a character as to leave it no longer a question as to whether the road will ever be built, and I have no hesitation in expressing the opinion that the entire Texas division will be completed this year, unless prevented by more than the usual exigencies attendant upon railroad building, and I therefore respectfully commend this road to the favorable consideration of your honorable Board.

All of which is most respectfully submitted by  
Your obedient servant  
E. F. GRAY, Civil Engineer  
Houston, April 21st, 1860.

Upon presentation of the foregoing Report, accompanied by the surveys required by law, the State authorities promptly paid over to the Company \$180,000 in United States 5 per cent. Bonds, being the sum of \$6,000 per mile on the first section of 30 miles of finished road. With like promptness, also, were delivered to them Land Warrants to the amount of sixteen sections, of 640 acres each, per mile—in all, 307,200 acres—which Warrants are now rapidly being located by experienced agents, on choice public domain, adjacent to the line of the road. Hereafter the Company will acquire the loan of \$6,000 per mile, and the sixteen sections of land per mile, steadily on five mile

sections, as they are finished. Already they are prepared to make application on a further distance of about fifteen miles. The maintenance of promptness on the part of the State may be relied upon.

This road when completed will, for some time to come, form the trunk line, over which the entire State of Texas will maintain its communication with New Orleans, and with all the States lying to the East. This fact must render it one of the leading and most productive thoroughfares in the United States. Texas has an area of something like 250,000 square miles, with a population of 600,000, which has trebled since 1850. It must go on for a long time to come increasing, if not in the same ratio, much faster in the aggregate. It must soon become the leading Southern State in population, in the extent and value of its productions. The great market for its people will be New Orleans as soon as it can be reached.

By the time the above road is completed, there must be at least six hundred miles of completed railroad in Texas. Its numerous works are making rapid progress, and it will not be long before they will reach every well-settled portion of it. The liberal provision made by the State, renders the construction of railroads in it an easy task for its people. In no other State will they make such a rapid advance for the next ten years. Their number and importance renders this connection with the railroad system of the country a matter of public necessity.

Texas is now the great field for Southern emigration. This alone must give a large business to the proposed road. When opened, it cannot fail to become a part of a favorite and expeditious overland route to the Pacific. In fact, we know of no road for which there is a greater public necessity, nor hardly any that promises a more lucrative traffic.

#### Indiana Central Railroad.

The earnings of this road for the fiscal year ending January 1, 1860, were:

From passengers .....	\$176,300 74
" freights .....	139,348 88
" mail, express, etc. ....	28,930 96
	<hr/> \$344,580 58

The disbursements were:

Repairs of track, bridges, culverts, and change of gauge of track.	\$31,496 30
Repairs of engines and cars, including ch'ge of gauge of same .....	36,508 09
Train hands .....	23,111 89
Station expenses .....	23,765 12
Wood .....	22,361 10
Oil .....	4,308 72
Miscellaneous .....	28,685 59
	<hr/> 170,236 81

Net earnings .....	\$174,343 77
Sales of lands .....	6,720 27
Incidental .....	1,599 25
	<hr/> \$182,643 29

Interest on 7 per ct. bonds.	\$42,000 00
" 10 " .....	61,250 00
" unfunded debt.	5,853 70
Paid taxes .....	4,713 16
Commission and discount.	2,824 77
Paid Dayton and Western R. R. Co. ....	57,137 12
Paid 10 per ct. income bds.	7,150 00
Incidentals .....	1,669 21
	<hr/> 182,597 96

Balance .....	\$45 83
---------------	---------

The number of way passengers was 134,566; through passengers, 21,586—total, 156,152; of which 80,092 went west, and 76,060 east.

The number of miles run by trains was 297,205.

The equipment of the road consists of 19 locomotives; 15 first class passenger cars, 6 baggage cars, and 368 freight, cattle, and construction cars.

The report says:

The year, commencing with a very scanty surplus of agricultural products for transportation consequent upon the exceedingly short crop of 1858, has been a very trying one on most Western Railways, and the scantiness of freight, induced a most unwise competition at unusually low rates, and very much reduced the earnings of all lines from the freights actually carried.

The past season, along our line, we have had nearly average crops on the whole, consequently the latter part of the year the earnings increased so as to compensate for the decline in the earlier part. Products, however, owing to the absence of an active demand, were slow to move, and a large amount remained in the country to go forward during the ensuing year.

Travel has been unusually light during the entire year, owing to our population being closely engaged in producing and securing their crops, and the economy induced by the want of surplus productions, to furnish the means of travel and recreation. These causes will not continue to exist the ensuing year, and we confidently look for increased earnings from transportation of travel and freights.

Our line has been operated during the year with promptness and regularity both in the passenger and freight service, and the road-bed and superstructure have been maintained in good order.

It was deemed to be the best interests of the Company, by a majority of the Board, to change the gauge of your road and of the rolling stock to four feet ten inches, to conform to the gauge of our immediate eastern connections, which was accomplished during the months of April, May and June, of last year, at a very considerable expense. It is proper to state that, in regard to the policy of the change and incurring the expense of it, there was not entire unanimity in the Board. But when it was resolved on, all united in carrying it forward to completion at the earliest day, hoping that the most sanguine anticipations of the friends of the measure might be realized.

Connected as we are with a different gauge on the one hand or the other, each has its advantages and disadvantages, and it is perhaps too early fully to decide which would be the preferable gauge for us, though we all unite in the hope that the expense incurred in the change may be more than repaid in the advantages arising from it, and in the increase of our business that was hoped for by the friends of the measure.

We have taken down, during the past year, the bridges over Flat Rock Creek at Lewisville, and over the Whitewater Valley Canal at Cambridge City, and replaced them with substantial trestle bridges, which from their cheapness yet strong character it was thought the best economy to construct.

We have also replaced decaying timbers in very many of our culverts and cattle guards, and put into our road-bed several thousand new cross ties; and we shall have to put in during the ensuing year a much larger number of new cross ties, to add to the goodness of our road and the safety of our trains.

Our iron rails have worn exceedingly well, scarcely equaled by any other rails in the country. For the first time since our line has been in operation we have had during the year about fifteen tons of our rails re-rolled at a cost of twenty-two dollars per ton, and shall probably have need to have a larger quantity re-rolled this year.

Allusion is here made to an accident which occurred in November last, by which three persons were killed, and another severely injured. The



pecuniary loss incurred by this disaster amounted to between \$17,000 and \$20,000.

We now have all the competing lines in operation that we may expect ever to have, and our earnings, considering the scarcity of freights and money in our country, we have held up very well, and with the more abundant freights from the crops of last year and the large pecuniary returns we feel hopeful that our earnings for the present will be materially increased.

Notwithstanding the extreme poorness of business for over one-half of the past year, our earnings from all sources show a small increase over the previous year—\$344,580 58, against \$342,839 13 for 1885—and what is much more gratifying, the proportions of earnings from local business shows a steady increase over those for through business, clearly demonstrating that the strength of our line mainly lies in our local traffic, and that that traffic is developing and strengthening year by year, and that while our through business has undoubtedly reached its minimum, our local business of itself, by its increase, must add largely in the future to our aggregate earnings. In saying this much, however, we do not wish to be understood as admitting that we do not expect our through business to increase. On the contrary, with the advancing prosperity of the country we confidently think that our through business most mutually increase.

The building of Railways in the west has been in advance of the urgent needs of the country. But the country is surely advancing in improvements and wealth, and will in a short period of time reach the point at which all prudently constructed lines will be needed and will be remunerative on a fair cost of construction. The past year, poor as it was, with the extraordinary expenses incurred in changing the gauge of our line, and of the rolling stock, and damages occasioned by the accident we have before named, has yielded to us, in net earnings, a sum that would more than pay six per cent. on all liabilities, including stock, bonds, and unfunded debts.

#### GENERAL BALANCE SHEET.

Construction .....	\$1,667,039 03	
Equipment .....	274,081 00	
Bills receivable .....	\$24,513 56	
Remittances .....	23,415 40	
Fuel and materials .....	13,955 63	
Real estate .....	73,180 00	
Union track and depot at Indianapolis .....	25,640 73	
	160,705 32	
	\$2,101,825 35	
Capital stock .....	\$611,050 00	
7 per cent. 1st mortgage bonds .....	600,000 00	
10 " 2d " " .....	552,500 00	
10 " Income " .....	60,300 00	
Bills payable .....	51,283 51	
Excess over liabilities .....	226,691 84	
	\$2,101,825 35	

President, J. S. NEWMAN.

Directors, Charles Parry, Samuel Hannah, John S. Newman, Indianapolis; John T. White, Raysville; Williams Petty, Muncie; Jos. W. Jackson, David Commons, William S. T. Morton, Centreville.

Vice President, CHARLES PARRY.

Secretary, SAMUEL HANNAH.

Superintendent, HENRY L. POPE, Dayton, O.

#### A New Board for Shares of Mining Companies.

A new Board for the purpose of dealing in Stocks of Mining Companies, has recently been formed in this city by electing O. D. Ashley, of Ashley & Norris, as President; Howard Wainwright, of Seyton & Wainwright, Vice-President; C. Kowalski, Treasurer, and E. Shipman, Secretary. These gentlemen are all members of the regular Stock Exchange.

#### Artificial Limbs.

*Extraordinary Case of Substitution.*—The wonderful perfection to which this art has now arrived, as a matter of common observation, is too well-known to require any special notice in ordinary cases where artificial limbs are applied. Surgery is now brought to such perfection (in cases where limbs have to be amputated, either for disease or the common accidents that are constantly occurring among such a go-ahead people as we are, (that surgeons rarely loose a patient, unless from other causes than the removal of the diseased or mutilated limb,) that this profession of supplying substitutes has become a fixed institution of the day; and we often learn that a friend is thus supplied only by a long acquaintance, or by some little accident, like treading on his toes, or grasping his hand that refuses to give the warmth, or (quite) all the movements of nature. We have just been shown a case, where this branch of art really deserves more than an ordinary passing notice. A young man named Morris Force, of Plainfield, N. J., aged 12 years, had his left leg and his left arm severed from his body in August last, by being run over by the cars at that place; by the prompt and skilful treatment of the surgeon, (Dr. Stillman,) his limbs or stumps were entirely healed in less than six weeks from their removal; but he was left perfectly helpless so far as moving about, and had to be carried from place to place until he resorted to the usual remedies in such cases of artificial substitutes; with these he was supplied by a well known artizan, Mr. A. A. Marks, of No. 307 Broadway, in this city, and he now walks erect, and runs without even the aid of a cane, carries a bundle or parcel in either hand, and we venture to say that not one person in a thousand would even venture a thought (without a close scrutiny,) that he was, so far as limbs are concerned, *half artificial*. We have also a case in our own establishment; an employee had his leg amputated seven years since, only a few inches from his body; he has been on crutches until within the last fortnight, but with Mr. Marks' assistance, he is enabled to attend to his business now with the help of a cane only, in traversing the streets, and can walk from two to three miles, experiencing much less fatigue than with his crutches.—*Express.*

#### Ohio and Mississippi Railroad.

The annual meeting of this company was held on the 4th inst., at their office in Cincinnati. The report of the president and superintendent were presented of which the following is an abstract:

#### FROM THE PRESIDENTS REPORT.

By reference to the Treasurer's report, you will see that a large amount has been expended in permanent improvements; the most prominent of which is a bridge over Mill Creek, near Cincinnati, referred to in my report of last year. In that report I referred to a proposed arrangement among the creditors and stockholders for capitalization, and I was informed by the chairman of their Trustees that there are now in the trust, under the agreement to capitalize—

Second mortgage bonds .....	\$45,000
Construction bonds .....	3,905,000
Income bonds .....	3,221,000
Stock at par .....	4,490,000
Claims, principally notes .....	364,000
Past due coupons .....	1,280,000

Total .....

Upon a suit for foreclosure and sale of the road, brought by a large holder of the second mortgage bonds, the Court granted the application for a Receiver, and appointed Jos. W. Alsop as such officer on the 9th of April last, and is now acting in that capacity.

The appointment of the present President of the road abridges the necessity of any material change in its working arrangements.

The business of the past year shows a gratifying increase over that of the previous year, and, with

the prospect of abundant crops, the present year bids fair to show as favorable a result.

#### FROM THE TREASURER'S REPORT.

Statement of the Liabilities and Assets of the Ohio and Mississippi Railroad Company, April 30, 1860:

#### LIABILITIES.

Capital stock .....	\$7,584,681	
Less pledged to city of Cincinnati to secure loan of \$600,000 .....	\$1,000,000	\$6,584,681 60
Loan of city of Cincinnati .....		600,000 00
Loan on 1st mtg. bds. redeemable Oct. 1, 1872 .....		2,050,000 00
Loan on 2d mtg. bonds, redeemable Oct. 1, 1880 .....		258,000 00
Loan on construct'n bds. redeem. Mar. 1, 1876 .....		4,242,000 00
Loan on income bonds, redeemable May 1, 1881 .....		3,320,000 00
Bills payable on settlement of account with W. H. Aspinwall and associates .....		360,000 00
Bill payable on temporary loans to pay 1st mtg. coupons .....		15,000 00
Rent of rolling power .....		99,878 89
Charges due to other roads .....	\$15,930 89	
Pay-rolls and bills unsettled prior to May 1, 1860 .....	71,975 21	
Open account unsettled .....	568 46	88,474 56
Old float debt and interest .....	130,983 06	
Unpaid interest coupons .....	1,613,375 00	1,750,358 05
Total .....		\$19,368,395 51

#### ASSETS.

Cost of road .....	\$16,506,085 59
Real estate and depots .....	618,786 00
Equipment and rolling power ....	745,475 00
Telegraph line .....	14,542 59
Charges due from other roads .....	18,996 60
Bills receivable .....	584 00
Open account unsettled .....	3,264 72
Fuel and railroad ties on hand ....	14,808 00
Materials on hand at shops .....	40,529 03
Cash balance on hand .....	28,722 06
Uncollected Revenue:	
Due from agents .....	\$8,682 13
Due from General P. O. ....	14,706 16
Due from Adams Express Company .....	2,812 50
Due from foreign roads .....	32,661 79
	58,862 58

Statement of the Revenue and Working Expenses of the Ohio and Mississippi Railroad Company, for the fiscal year ending April 30, 1860;

Revenue .....	\$1,015,484 45
Fuel used .....	\$72,982 65
Transportation expenses .....	255,286 44
Repairs of railway .....	182,537 88
Repairs of bridges .....	22,414 38
Repairs of water stations .....	1,210 51
Repairs of depots .....	10,289 41
Repairs of passenger cars .....	18,159 18
Repairs of freight cars .....	37,984 80
Repairs of locomotives .....	64,057 63
Repairs of shop tools and machinery .....	5,000 72
Oil, tallow and waste .....	16,970 67
Books, printing and stationery .....	2,046 82
Loss and damage to freight .....	12,502 10
Loss, passage and baggage .....	5,577 02
Cattle killed and damaged .....	16,379 23
Gratuities .....	1,538 19
Interest and discount .....	8,355 05
	733,292 13
Excess of revenue over expenses .....	\$282,192 32

## STATEMENT of Construction Work for the Fiscal Year ending April 30, 1860.

Superstructure for side tracks.....	\$6,416 06
Ballasting road bed.....	19,366 63
Building Mill Creek bridge.....	\$36,743 43
Covering Miami bridge.....	5,308 60
Building bridges at Beaver Creek.....	1,744 54
	<hr/> \$43,766 57
Building depots, including new office..	\$8,024 57
Fencing.....	1,885 46
Right of way settled.....	9,710 38
Water stations.....	239 22

Total.....\$88,938 84  
Less difference to telegraph line..... 38 01

Total.....\$88,900 83

## REVENUE OF THE OHIO AND MISSISSIPPI RAILROAD COMPANY FROM MAY 1, 1859, TO APRIL 30, 1860.

	Passengers.	Freight.	Express.	Mail.
May..	\$44,450.46	23,954.09	1,771.90	3,766.67
June..	47,608.41	24,242.86	1,771.90	3,850.00
July..	43,012.46	20,314.13	1,771.90	3,850.00
August	60,646.93	41,394.20	1,840.05	3,850.00
Sept..	65,876.07	36,018.52	1,771.90	3,850.00
October	55,669.30	35,911.16	1,771.90	3,850.00
Nov'r	48,993.31	39,616.38	1,771.90	3,850.00
Dec'r	35,863.57	35,114.60	1,850.31	3,850.00
Jan'y.	37,954.51	31,189.38	1,781.78	3,850.00
Feb'y.	33,149.46	37,839.93	1,713.25	3,850.00
March.	45,245.08	46,107.42	1,850.31	3,850.00
April.	36,931.56	31,383.54	1,713.25	3,850.00

Total.....\$544,801.12 403,186.31 21,380.35 46,116.67

## COMPARATIVE STATEMENT OF REVENUE FOR 1858-9 AND 1859-60.

	1859-60.	1858-9.	Increase.
May.....	\$73,953.12	\$55,957.59	\$17,995.53
June.....	77,473.17	48,645.42	28,827.75
July.....	68,748.49	62,005.79	6,742.70
August....	97,731.18	84,914.29	12,816.89
September.	107,516.49	108,450.06	*933.57
October...	37,262.36	105,049.68	*7,847.33
November..	93,621.59	75,378.10	18,243.49
December..	76,678.48	60,250.80	16,427.68
January...	74,775.67	55,170.60	19,605.07
February..	76,652.64	60,374.23	16,278.42
March.....	97,052.81	89,264.18	7,788.63
April.....	73,878.45	76,496.87	*2,618.42

Total...\$1,015,484.45 \$881,957.61 \$144,926.16  
Less decrease..... 11,399.32

Increase for year.....\$133,526.84

\* Decrease.

## FROM THE SUPERINTENDENT'S REPORT.

The following is an abstract of the annual report of the Superintendent for the year just closed.

The gross income of the year has been as follows:

From passengers.....	\$544,801 12
do. freight.....	403,102 98
do. mail and express.....	67,580 35

Total.....\$1,015,484 45

There has been expended for operating the road:

Repairs of track, bridges, and machinery, and renewals and construction.....	724,937 08
--	------------

Net earnings.....\$290,547 37

It is proper to state, remarks the Superintendent, that a very large expense has been incurred, and is included in the amount above stated, which is not fairly chargeable to the regular operation and repairs of the road, of which \$12,500 was in making embankments in place of trestlework, \$21,625.93 for extra renewals of cross-ties, \$2,370 for two new bridges over Beaver Creek, \$23,123.23 for one hundred new iron trucks for freight cars, and \$9,647.11 for rubber springs, making a total of \$69,266.27. This amount being deducted

from the total expenditures, gives 64½ per cent. of the gross earnings as the cost of operating the road.

Gross increase for 1859 and 1860...\$1,015,484 45  
Gross increase for 1858 and 1859... 881,957 61

Increase in 1859 and 1860.....\$133,526 84  
Increase on passengers..... 52,260 45  
Increase on freight..... 80,352 55  
Increase on mail and express..... 813 84

## The report concludes:

In closing this statement it is proper to add that there has been, during the past year, a general and decided improvement in the condition of the road-bed, superstructures, machinery, and cars. To this fact, may, to a considerable extent, be attributed the large relative proportion which the operating and general expenses bear to the earnings. These can in future be materially reduced, and at the same time the effective value of the road be fully maintained.

There has been a steady increase in the local business of the road; and there should be better facilities for this traffic afforded at various points; more convenient arrangements at stations should be made, and I would recommend a revision of the local freight and passenger tariff.

After the reading of the reports the following Board of Directors were elected for the ensuing year: Larz Anderson, James Hall, Wm. W. Scarborough, C. D. Coffin, E. Flint, H. C. Lord, Wm. H. Clement, James Torrence, S. W. Pomeroy, Jas. D. Lehmer, James C. Hall, Cincinnati; Theodore Gazlay, Lawrenceburg; Wm. H. Aspinwall, E. Bartlett, S. W. Comstock, F. Schuchardt, E. Delano, Wm. Whitewright, Jr., J. W. Alsop, New York; H. D. Bacon, Louis B. Parsons, St. Louis.

President, J. W. ALSOP.

Vice-President, E. FLINT.

Secretary, SAMUEL TREVOR.

Treasurer, CHARLES S. CONE.

## The American Pump.

About a year since, after an examination of the above invention, we gave in our columns a favorable notice of it, since which ample time has been afforded to test its real merits, which we learn has been successfully done in almost every section of the Union. At the beautiful residence upon the site of old Fort Independence, near Kingsbridge, owned by Wm. O. Giles, Esq., (of the house of Andrews, Giles & Co., 100 Chambers street,) one of these pumps has lately been put in operation. It is set in a reservoir, supplied by two memorable springs. By invitation, on Saturday last, in company with Mr. James M. Edney, we visited the above locality for the purpose of witnessing the operation of this pump. While present, Mr. Edney and Mr. Giles measured the distance from the spring to the house, which was found to be eight hundred and sixty-two feet, and the perpendicular elevation was one hundred and fifty-eight feet. They then put the pump in operation, and through a three-quarter inch pipe, (which was very much against the pump, being too small,) forced over five gallons of water a minute the above distance and height, by two men, by one man, and Mr. Edney worked the pump alone with one hand. Mr. Edney has such confidence in the pump that he will guarantee that two men will elevate water two hundred and fifty feet and carry it horizontally, one thousand or more feet. We have no hesitation in pronouncing it one of the most ingenious inventions in the way of hydraulics ever constructed. It can, in all ordinary depths, be worked with the greatest ease by a small boy, and its simplicity, durability, cheapness and adaptation for forcing water up to almost any height, gives it a decided advantage over the majority of other inventions made for this purpose. A man can put it on his shoulder and carry it almost any distance. The public have only to witness the operation of this pump to be convinced that too much cannot be said in commendation of

it. Those who have experienced a difficulty in getting water up into high buildings, or to great elevations, or who wish to obtain something of a substantial nature, at a trifling expense, easily worked by hand or power, will find in the American Pump all they need combined, for it discharges at any number of given points, and throws water by hose from 30 to 40 feet by hand. Full drawings and prices will be sent free by addressing James M. Edney, 147 Chambers street, N. Y.—N. Y. Express.

## Journal of Railroad Law.

FRAUD, RETENTION OF THE POSSESSION OF PERSONAL PROPERTY; EFFECT OF AS EVIDENCE OF FRAUD.

We find a somewhat interesting case reported in the last number of the Pennsylvania reports; in which the Baltimore and Ohio Railroad Company were defendants and one Solomon Hoge was plaintiff. The plaintiff had a judgment against the firm of Pettibone, Hoban & Co. who were contractors upon section No. 163 of the defendants' road situated in the State of Virginia; and in order to collect the same, issued an attachment upon property in the State of Pennsylvania, which he claimed belonged to Pettibone, Hoban & Co., and consequently applicable to the satisfaction of his claim; and which the Baltimore and Ohio Railroad Company claimed as their own property, by virtue of a sale of the property by Pettibone, Hoban & Co. to them.

To substantiate their claim, the defendants put in evidence a written agreement executed the 2d day of September 1852, by which Pettibone, Hoban & Co. agreed to sell, and the defendants agreed to purchase the property in question at a fair valuation, which valuation so far as not determined at the time of making the inventory thereof was to be ascertained by subsequent appraisement in the manner set forth in the agreement. There was no delivery of the property under this contract, but the vendors remained in possession, using and controlling it as before; but a schedule thereof was made out and signed by Pettibone, Hoban & Co., and at the same time, an estimate of its value was signed by Charles P. Manning, the company's agent. On the sixth of September, 1852, Manning paid Henry Pettibone \$8,000 for which the following receipt was given:

WHEELING, September 6, 1852.

Received of Charles P. Manning, Esq., engineer of the 6th division of the Baltimore and Ohio Railroad Co. the sum of eight thousand dollars, on account of the purchase money agreed to be paid to Patrick Hoban, William Streater, and myself, for the stock of horses and other property on section No. 163 of the road of said company, under the contract dated 2d Sept. 1852; and also on account of any balance that may be due to me under my contract for the construction of said section.

H. PETTIBONE.

Upon the trial of the cause the court charged the jury in reference to this receipt as follows:

"It is for the court to put construction upon all written instruments; but their effect or bearing upon the case, as facts, is for a jury. We cannot say that the terms of this receipt are inconsistent with a fair and bona fide sale; but still, as the receipt would authorize the application of a part of the same otherwise than to the property attached, it rests with the jury to say with what design."

To this portion of the charge, as well as others, the defendants excepted; and a verdict and judgment having been rendered for the plaintiff for



\$361 30, they removed the cause to the Supreme Court. The following is the opinion of the court affirming the judgment of the lower tribunal.

THOMPSON, J. The retained possession of the property by the vendors Pettibone, Hoban & Co., made a *prima facie* case of fraud between them and the vendees so far as creditors were concerned. This is the rule by the laws of Virginia; and that being the *locus contractus*, and also that being the *situs* of the property in question, we are to be governed by it. These facts having been shown, it became necessary for the defendants to rebut the presumption of fraud arising out of the circumstance of retained possession. This they endeavored to do by putting in evidence a written contract of the sale, accompanied by the testimony of witnesses as to the time, mode, and manner of making it, the taking a schedule, and the fixing an approximate estimate of the value of it. This was for the purpose of divesting the transaction of the taint arising from the retained possession by the vendors. In this connection and for the same purpose, they also gave in evidence a receipt for the payment of \$8,000 to the vendors, alleging that it was a payment of the property; in which it is stated to be "for the stock of horses and other property on section No. 163 of the road of said company, under the contract of September 2d, 1852, and also on account of any balance that may be due to me under my contract for the construction of said section."

After the defendants closed their case, the plaintiff rebutted and gave evidence tending to show a larger indebtedness on part of the railroad company to Pettibone, Hoban & Co., for work done, that the sum paid them, for which the receipt was given, and also that the approximate estimate of the property \$8,000 was from \$1,000 to \$4,000 below its actual value; that the possession remained unchanged up to and even after the payment of the money, and until the attachment was served, and proved by one or two witnesses in contradiction of the terms of the contract, that the possession of the horses, the property attached, was not to be delivered to the defendants, until their value was ascertained in the manner provided for in the agreement, and that it had never been so ascertained. In conclusion, the plaintiff claimed, that the form of the receipt was evidence on the question of fraud for him; that it served to show that, although by the terms of the contract it was agreed that the horses were delivered, yet that, as between the parties this was not the true state of the case, but that the sale was only conditional, as testified to by witnesses and corroborated by the other facts in the case, and especially the retention of the possession by the vendors, and their contracting for their pasturage after the payment of the money was made in whole or in part on the indebtedness for the work done, and that if there was fraud in this assumption of payment on the price of the horses, it might be considered by the jury, as a circumstance, evincive of fraud in the origin of the alleged sale. We think it was a circumstance to be considered by the jury. The sale was a secret in the neighborhood of the work, and everywhere else, for what we know. It was dated on the 2d September, 1852. The property was used and cared for in the same way, by the same owners, up to the 10th of September, although it was alleged to

have been sold and paid for; and on that day it was removed from the work by the same parties, under a contract for pasturage to be paid for by them for an indefinite period. Farmers and millers furnished provisions to their men as contractors, and feed for their cattle without any knowledge of a sale or relinquishment of the railroad contract by them; and it would seem that part, at least, if not all, of the plaintiff's claim was for flour and feed furnished after the sale, and some of it after the alleged payment of the money, in entire ignorance of what had taken place. To hold under such circumstances, that the receipt was to have no influence or bearing, in determining whether the payment was not on different consideration from that assumed by the defendants, and that it was made to operate as a cover of a mere conditional sale, and that nothing in fact, so far as the horses were concerned, had passed by, the contract would be to exclude what no rule would justify, either at the present or in any former state of the law in cases of fraud.

Fraudulent receipts for payment have always been circumstances in testing the covinous design in the original transaction. This was the rule invoked here, and whether the matter turned out to be fair or false, the jury had a right to consider the aspect claimed by the plaintiff upon the evidence in the case.

It is a great error, generally insisted on by defendants, in cases involving questions of fraud, that each item of testimony is to be tested by its own individual intrinsic force, without reference to anything else in the case; and, if on such a test it does not prove fraud, it must be excluded. The system of destroying in detail, forces designed for concentrated action, does well, doubtless, in military operation; but a skilful general never suffers such a disastrous result, except when he cannot prevent it; courts have the power and must prevent such a system of assault, otherwise fraud would ever be victorious. It is a subtle element, and is to be traced out, if at all, by the small indices discoverable by the wayside where it travels; and to enable courts and juries to detect it, they must, in most cases, aggregate many small items, before the true features of it are discoverable. Hence it is, that great latitude in the investigation, is a rule never departed from in such cases. This rule is elementary, and a citation of authorities to prove it, would not only be useless but superfluous. In these views we are expressing no opinion on the question of the existence of fraud in this case, but simply justifying the learned judge in the views he expressed in regard to the receipt in question, and we see no error in them.

The 3rd and 4th assignments of error are substantially the same thing. They are based upon the refusal of the court below to charge that the evidence on part of the plaintiff was trivial and not sufficient to establish a case of fraud, in the transaction between the defendants and the vendors of the horses, and creditors. The court could not, without palpable error, have so charged. The retained possession of the property by the vendors was *prima facie* fraudulent, by the law of the place of the contract. This was claimed to be rebutted by the evidence on part of the defendants, consisting of matters of fact exclusively. Who was to judge of the truth and efficiency of

the evidence to overturn the *prima facie* case of fraud, but the jury? The facts relied on as having this effect, were not admitted facts, but disputed most earnestly by the plaintiff. The jury must, therefore, necessarily pass on this part of the case. The court could not. But the defendant had a case, on evidence that, he claimed, answered the defendants' evidence, and confirmed the fact of fraud. There were many facts including those already mentioned and others, tending to show the transaction colorable, as he claimed, and which no court could say, were not so. They were, therefore, in their effect on the case, clearly within the legitimate province of the jury to pass upon. There is a class of cases in which the rules in regard to the submission of facts to the exclusive action of the jury seems properly to be more restricted than formerly—cases of trust—parol sales of land—contracts between children and parents for compensation for services, and the like. In these and other cases of the kind, it has been held to be the duty of courts, not to submit evidence, insufficient, even if true, on which to found a recovery. But this is not one of that class or kindred class of cases. Here the jury are not only to judge of the truth of the evidence, but of its sufficiency to satisfy their minds. They are not only to find the facts, but the inferences fairly deducible from them. I do not say in such a case, that if there was but a spark of evidence, so insufficient in the mind of the judge that he would feel bound to grant a new trial, if it were made a basis of a recovery, that he would err in withdrawing it from the jury. But in cases like the present, such a power should be exercised with great caution. We are clear in this case, that the court below was right in refusing to charge as requested, and in submitting the evidence to the jury.

#### Canadian Canal Tolls.

The following are the new regulations for the payment of tolls on the Canadian Canals, which we publish for the benefit of vessel owners and others. It is provided that: Through all, each and every of the following canals, locks and several sections thereof, viz:

The St. Lawrence Canal; the Rideau, Catillon and Greenville Canals; the St. Anne's lock, and the Burlington Bay Canal, vessels and goods shall pass toll free, up or down, whether such vessels be American or Canadian, both of which will be entitled to the same exemption, on their conforming to such regulations and orders as may be from time to time, made by the department of the Minister of Finance in reference to the passage through all or any of the above mentioned canals or locks.

That with regard to the Welland Canal, all vessels and goods going through or using that canal, shall continue to pay the tolls at the rates charged by the existing tariff—but, of the tolls so paid, 90 per cent. shall be refunded whenever the vessel and goods that shall have so paid toll on the Welland Canal, shall enter the St. Lawrence Canals, or report inwards, and enter the goods at any Canadian port on Lake Ontario or on the St. Lawrence.

The vessels and goods passing through the Welland Canal and entering at a Canadian port, before they shall be considered as entitled to be refunded the 90 per cent. on the Welland Canal tolls, shall make such declaration and execute such bonds as the proper department may require, that the goods landed at such Canadian ports are *bona fide* intended, and landed for consumption in Canada, or to be shipped via the St. Lawrence, and the owners and masters of such vessels shall otherwise conform to such regulations as may be con-

sidered necessary and be established to prevent any evasion of the conditions upon which such 90 per cent. of the tolls is to be refunded.

That vessels and cargoes passing upwards through the Welland Canal shall be treated in the same manner as vessels and goods passing downwards, that is to say: that such vessels and cargoes if hailing from a Canadian port, or which shall have come up through the St. Lawrence Canal, shall be charged ten per cent. only of the rates of toll authorized by the present tariff, upon the master of such vessel producing such evidence of his having come through the St. Lawrence Canal, or of his hailing from a Canadian port, as may be required by the proper officer at the Welland Canal. —*Buffalo Com. Adv.*

#### New York Canals.

Tolls received on all the Canals of this State in April, 1859.....\$69,879 46  
Do. do. 1860..... 49,763 15

Decrease in April, 1860.....\$20,116 32  
Tolls received on all the Canals of the State in May, 1860.....\$359,806 19  
Do. do. 1859..... 203,536 78

Increase in May, 1860, over May, 1859.....\$156,269 41  
Whole amount of Tolls received from the opening of navigation in April to the end of May, 1860.....\$409,569 33  
Do. do. 1859..... 273,416 24

Net increase during the season.....\$136,154 09  
Amount of Tolls received at the Buffalo office from the opening of navigation to June 1, 1860.....\$149,199 69  
Do. do. at the Oswego office.. 63,149 48  
Tolls received on Champlain Canal to June 1, 1860.....\$21,953 55  
Do. do. to June, 1859..... 21,864 50

Excess in 1860.....\$0,089 05  
Total receipts at the three tide-water offices from the opening of navigation to June 1, 1860.....\$54,078 16

The Tolls received on all the Canals of the State from the opening of navigation to June 1st, in ten years, have been:—

1860.....	\$409,569
1859.....	273,415
1858.....	354,285
1857.....	217,343
1856.....	242,181
1855.....	398,166
1854.....	503,162
1853.....	593,561
1852.....	545,200
1851.....	773,330

#### Railroads and Telegraph Lines in the Island of Cuba.

Alluding to the railroads already finished, and those in course of construction, the Havana Messenger remarks:

"Our readers abroad may be able to form an idea of the progress of our Island by our merely mentioning the fact that the different railroads now finished and in the course of construction throughout the country, are twenty-seven in number, and comprise altogether 13,315,622 kilometers, (about 818 English miles,) of which at least 500 miles are in full operation. The whole amount thus far invested on these railroad lines, up to last year, was \$17,027,414.66; and according to the statistics published, they yielded in 1858 the sum of \$3,386,840. The principal line—the first ever constructed (from this city to Guines, and now extending to La Union,) was commenced in November, 1835; the line from Cardenas to Macagua was started in 1838, and the Jucaro Railroad in 1839. All the others have been traced and commenced since 1840. The establishment of the magnetic telegraph in this Island keeps pace with all other improvements, and we now have a continued line, divided into three sections, making in

all a full distance of 510½ kilometers. The first section comprises 12 stations, the second five.

#### Mobile and Ohio Railroad.

Comparative statement of earnings, net revenue, and average length of road in operation, from February 1st, 1852, to 31st December, 1859, inclusive:

Year.	Earnings from Public Traffic.	Expenses.
<b>South Division.</b>		
1852.....	\$22,454 33	\$21,265 76
1853.....	30,165 81	23,321 81
1854*.....	59,367 45	45,433 15
1855.....	199,932 96	90,096 72
1856.....	421,328 68	202,102 05
1857.....	554,382 34	275,953 56
1858.....	751,880 97	331,649 06
1859.....	973,965 99	401,731 96
	\$3,013 478 53	\$1,391,554 07

Year.	Earnings from Public Traffic.	Expenses.
<b>North Division.</b>		
1858 and 1859...	164,528 34	85,381 91
Total.....	\$3,178,006 87	\$1,476,935 98

Year.	Net revenue.	Earnings charged to construction.†	Average length of road in operation.
<b>South Div.</b>			
1852.....	\$1,188 57	.....	21½ miles.
1853.....	6,844 00	\$11,992 30	33 "
1854*.....	13,934 80	35,546 30	60 "
1855.....	109,836 24	53,566 00	118 "
1856.....	219,226 63	43,604 00	180 "
1857.....	278,428 78	35,040 00	204 "
1858.....	420,231 91	.....	232 "
1859.....	572,234 03	67,545 93	241 "
	\$1,621,924 46	\$247,294 53	

Year.	Net revenue.	Earnings charged to construction.†	Average length of road in operation.
<b>N. Div.</b>			
1858 and 1859..	79,146 43	14,390 00	87 m. operated from Nov. 13, '58 to Dec. 31, '9
Total...	\$1,701,070 89	\$261,684 53	

\* Eleven months.

† Not included in earnings from public traffic.

#### Statement of the Performance and Cost of Locomotive Engines on the Baltimore and Ohio Railroad for April, 1860.

Year.	Net revenue.	Earnings charged to construction.†	Average length of road in operation.
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....
do. stores	.....	.....	.....
do. Total cost	.....	.....	.....
<b>Cost of repairs per mile run.</b>			
do. fuel	.....	.....	.....</



only about nine millions of dollars, (\$9,000,000,) and this, by her sinking fund, will all be liquidated in six or eight years. Repudiation is strongly repugnant to the people of that State, and it is believed that the Supreme Court, on appeal, will reverse this decision in the Peoria Circuit Court, thus effectually setting at rest all doubts as to the validity of the county bonds now held so largely by Eastern capitalists.

#### Locomotive Car.

The following is a description of a locomotive and car combined now being constructed for the Pittsburg, Fort Wayne and Chicago Railroad Company. It is designed for local traffic on short distances.

The car contains seats for 100 passengers, and room for about three tons of baggage. The weight of the car and engine, without load, is  $13\frac{1}{2}$  tons. One cord of wood is used in running 125 miles, and the whole expense of running, including the payment of all the men employed on the car and engine, is less than one-third of the expense, per mile, of an ordinary train of the same capacity. The locomotive car will make the speed now adopted by the railroads of this country either on express or accommodation trains, and will pass easily over any grade where the locomotive engine can be used.

It is manifest that the wear and tear of the iron and track will be very small with the locomotive car, as compared with the ordinary train; the first weighing in no case, over  $18\frac{1}{2}$  tons, and the last from 75 to 80 tons. So that the cost of running is not only very much less, but the cost of repairs and renewals of iron is decreased in the same degree. The additional weight on the drivers is in proportion to the load, each passenger and each trunk adding directly to it. It will also be seen that the momentum of a train of this weight ( $13\frac{1}{2}$  tons) will be small compared with a train of 75 or 80 tons; and that, as a consequence, the locomotive car can be brought to a stop quicker, and hence is safer. It is also demonstrable that, as there are fewer number of parts about this machine, it is much less liable to accident, or to get out of repair than the machinery as now constructed.

The patentees say that they are prepared to execute orders for the construction of the locomotive iron car on any scale required. In order that there may be no risk run by those Companies who desire to avail themselves of the economical results arising from the use of it, the inventors will guarantee that it shall not cost to exceed 15 cents per mile to run it, and will make a large proportion of the payments dependent on the guarantee. While they will guarantee that the cost per mile shall not be over the figures stated, they have no hesitation in saying that the actual cost per mile, on each run of 100 miles, or over, per day, will not be over 10 cents per mile run.

#### Continuation of the Grand Trunk Railway to the Pacific.

Messrs. Beachell, confidential and financial agent of the Grand Trunk Railway Company, and Bell, President of the Prescott and Ottawa (Canada) Railroad Company, visited Menasha and Neenah recently, for the purpose of informing themselves in regard to the commerce, manufacturing and business of Lake Winnebago, Wolf and Fox River countries, with a view of finding a route across Northern Wisconsin to push the Grand Trunk road to the Pacific. The Colonial surveyors have decided that the route north of Lake Superior is impracticable, and they have resolved to adopt the route across Northern Michigan to Pere Marquette, and from Manitowoc to St. Paul, thence through the British possessions to the Pacific. They express themselves highly gratified with the prospects of the proposed route, and agreeably surprised with this portion of the State, its excellent soil, commercial and manufacturing advantages, and the important business and other facilities it offers this great project.—*Milwaukee Free Democrat.*

#### Grand Trunk Railway.

The sixth annual meeting of the stockholders was held at Montreal on the 30th ult. A report was made by which it appears that for the half year ending December 31st, the

Total receipts were ..... \$1,376,970  
" Expenditures ..... 1,121,518

Balance to credit of revenue ..... \$ 255,452

In the locomotive department for the same period a saving in the train mileage of \$11,268, and in the car mileage of \$9,121 had been effected, whilst the condition and capacity of the rolling stock had been fully kept up.

The report further states that since the last meeting of the shareholders, held in London, March 30th, 1860, at which the terms provisionally agreed upon for the lease of the C. D. & C. G. T. J. Railway were announced, it had been found necessary to modify those terms by securing to the leasing Company a rent at the rate of 8 per cent. per annum on the share capital for a limited period, after which the rent will be 6 per cent. with a contingent increase up to 8 per cent. as originally proposed.

The President, Hon. John Ross, in moving for the adoption of the report; said that it was true that since the meeting of the shareholders in London the traffic of the railway had largely increased, and he had no doubt but the receipts would reach \$100,000 per week within the next twelve months, if the country were blessed with an abundant harvest, of which there is now every promise. There must be some temporary falling off in the traffic for three or four months during the months of May and June; but the increase would then show what the line could really do, and he believed would soon realize the full expectations of those who had invested in the enterprise.

The report was then adopted.

At a special meeting held later in the day, it was determined to increase the capital by raising by bonds or shares, the sum of £1,500,000 sterling. It was also

*Resolved.* That the agreement now produced, for a lease of the Chicago, Detroit and Canada Grand Trunk Junction Railway Company to the Grand Trunk Railway Company of Canada for the term of 999 years be, and the same is hereby approved, and that a lease of the undertaking be accepted by this company so soon as the Chicago, Detroit and Grand Trunk Junction Railroad Company have obtained the needful Parliamentary authority to grant the same, and that the Directors take all needful steps and affix the seal of the company to all necessary deeds for the purpose of carrying out the arrangement.—*Detroit Tribune.*

#### California Indebtedness.

As much interest attaches to the law passed during the last moments of the late Legislature, authorizing the funding of the floating indebtedness of the State, providing the popular vote at the next State election shall sanction such a method of disposing of this indebtedness, it may not be improper to recapitulate briefly the leading features of the act, which has just gained publicity. The law provides that the Secretary of the Treasury shall prepare suitable bonds of the State, not to exceed \$200,000, bearing interest at the rate of 7 per cent. per annum from date of issue, payable at the office of the State Treasurer on the 1st day of Jan. 1880—the interest, on and after Jan. 1, 1862, being payable semi-annually on the 1st of January and July, at the office of said State Treasurer. For the creation of a fund to meet the bonds and the interest accruing thereon, an annual tax of  $1\frac{1}{2}$  c. on every hundred dollars of the assessed value of real and personal property is to be levied. Also, all moneys that may be received from the United States Government on account of the "Civil Fund," so called, are pledged for a like purpose.

When a surplus of \$10,000 has accrued over and above the payment of interest, at any time, public notice is to be given of the readiness of the Treasurer to redeem that amount of bonds at a rate not to exceed par. The claims subject to funding are:

1st, Civil bonds issued under the Funding acts of 1861, '52, '53, '54, '55 and '56, which are now outstanding, with interest on the same; 2d, Controller's warrants drawn under sanction of law, for civil expenses, prior to January 1, 1857, now outstanding and unpaid; and 3d, Just or legal claims against the State, accrued prior to January 1, 1857, and which have been or may be allowed and audited by act of Legislature. The claims thus specified may be submitted for funding prior to January 1, 1862, but not afterward, and all claims not presented by that time shall be for ever barred. This act, if approved by the people, shall take effect January 1, 1861.—*Shipping List.*

#### Railroad Earnings.

The earnings of the New York Central Railroad for eight months have been as follows:

	1859-'60.	1858-'9.
October .....	\$720,202	\$657,727
November .....	652,406	595,213
December .....	520,396	506,406
January .....	387,128	382,516
February .....	402,530	372,224
March .....	554,339	512,699
April .....	580,131	486,697
May .....	534,329	412,665

Total ..... \$4,351,461 \$3,926,147

Increase two-thirds fiscal year ..... \$425,314

The increase is equal to  $1\frac{3}{4}$  per cent. on the capital stock.

The gross earnings of the Panama Railroad for the month of May, 1860, were as follows:

Passengers .....	\$73,677 75
Freight, merchandise .....	34,535 47
Freight, treasure .....	10,885 22
Mails .....	8,338 33

Total ..... \$127,381 77

The Milwaukee and Mississippi earnings for May, 1860, were on

Passengers .....	\$14,851
Freight .....	41,620
Mails .....	2,937

Total ..... \$59,408

May, 1859 ..... 59,312

Increase ..... \$96

The receipts of the Harlem Railroad for the month of May were as follows:

1859 .....	\$91,868 62
1860 .....	89,577 81

Decrease ..... \$2,290 81

This apparent decrease results from the charges for two months of connecting roads being deducted at this time instead of one. The business of the month itself shows a gain over last year of \$827 69. The receipts and expenses for the first eight months of the fiscal year (Oct. to June), were

	8 mos. ending May 31, 1859.	8 mos. ending May 31, 1860.
Receipts .....	\$698,556 66	\$739,514 44
Expenses .....	480,006 71	461,783 18

Net profit ..... \$218,549 95 \$277,734 26

Showing an increase in receipts of \$40,960 78, and a decrease of expenses of \$18,223 53, making a net improvement in eight months of \$59,184 41. Extensive repairs have at the same time been made in the track and rolling stock, both of which are now in good order. Every train upon the road is now run with coal burning engines. The saving in fuel in consequence of the reduction of the mileage and the use of coal has been very great. In 1854-5, the item of coal amounted to \$129,349; in 1855-6, to \$180,961; in 1859, to \$61,155, and for the present year it will not exceed

\$55,000—showing a saving in this item alone of \$75,000 over previous years.

The statement of the Illinois Central Railroad Company for May, 1860, is as follows:

Land Department.		
2,994.57 acres sold for	\$44,790.	
12,320.23 " " since Jan. 1.	\$193,805 91	
1,237,260.55 " " previously	15,735,837 02	
1,249,580.78 " " Total	\$15,929,642 93	
Bonds canceled in May	\$38,000 00	
" " previously	1,615,000 00	

Total Bonds canceled up to May 31,	
1860	\$1,653,000 00
Cash receipts in May, 1860	\$56,066 21
Total cash and bonds received to	
May 31, 1860	\$3,529,000 25

Traffic Department.		
Receipts from passengers	\$69,712 37	
Do. freight	181,759 05	
Do. mails	6,358 23	
Do. rent of road	5,500 00	
Do. other sources	3,872 77	

Total receipts for May, 1860.	\$217,202 52
Do. do. 1859.	141,680 35

Increase	\$75,522 17
Total receipts since Jan. 1, 1860.	\$996,027 57
Do. correspond'g period, '59	711,600 03

Increase \$284,427 54

The earnings of the Dayton and Michigan Railroad for May were as follows:

Passengers	\$10,478 70
Freight	19,047 39
Mails and express	2,602 22

Total	\$32,128 31
-------	-------------

This aggregate is some three or four thousand dollars more than the earnings of April.

The receipts of the Indianapolis and Cincinnati road during the month of May were as follows, compared with the same month last year:

	1860.	1859.
Passengers	\$14,100 00	\$12,808 00
Freight	59,816 04	15,285 00
Mail and express	1,465 00	1,425 00

Total	\$35,381 04	\$29,518 00
-------	-------------	-------------

The increase over last year, as shown by these figures, amounts to \$5,863 04.

The earnings of the Michigan Southern Railroad for May, 1860 were \$179,997 75 May, 1859..... 138,084 14

Increase	\$41,913 61
----------	-------------

The following is an approximate statement of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of May, compared with the same period of last year, viz:

	1860.	1859.
From freight	\$98,560 66	\$54,374 96
" passengers	71,448 67	67,370 16
" express	2,700 00	3,300 06
" mails	7,825 00	7,825 00
" rent of road	7,083 33	5,500 00
" miscellaneous		197 67

Total	\$187,617 66	\$138,567 85
-------	--------------	--------------

Increase	\$49,049 81
----------	-------------

Earnings Jan. 1 to June 1, 1860	\$855,003 48
Do. do. 1859	695,747 97

Increase	\$159,255 51
----------	--------------

The Macon and Western receipts for May were:

1860	\$23,119 53
1859	21,810 36

Increase	\$1,309 17
----------	------------

The earnings of the Housatonic Railroad Company in the month of May, 1860, foot

up	\$26,642 43
May, 1859	24,019 58

Showing an increase of \$2,622 90

The receipts of the Grand Trunk Railway of Canada for the week ending May 26,

were	\$56,845 27
Week ending May 28, 1859	41,833 83

Increase	\$15,011 44
----------	-------------

Total traffic from July 1st, 1859	\$2,636,500 53
Same period last year	2,071,814 17

Increase	\$564,686 36
----------	--------------

The following are the earnings of the New York and New Haven Railroad for May, 1860:

Receipts from passengers	\$90,911 23
Receipts from freight, estimated	15,500 00

Total	\$106,411 23
Less due other roads	28,763 86

Net receipts	\$77,647 37
Receipts in May, 1859	77,446 63

Increase	\$200 69
----------	----------

The traffic of the Great Western Railway of Canada for the week ending June 1, 1860, was as follows:

Passengers	\$17,022 82
Freight and live stock	12,342 93
Mails and sundries	1,197 63

Total	\$30,563 39
Corresponding week last year	31,707 71

Decrease	\$1,144 32
----------	------------

The operations of the Cleveland and Mahoning Railroad Company for May were as follows:

	1859.	1860.
Gross earnings	\$16,707 82	\$26,088 94
Expenses	7,801 15	10,737 30

Net earnings	\$8,906 67	\$15,351 64
Increase in 1860		\$6,444 97

The earnings of the Macon and Western road for May were:

1860	\$23,119 53
1859	21,810 36

Increase	\$1,309 17
----------	------------

The receipts of the Grand Trunk Railway of Canada, for the week ending June 2nd, 1860,

were	\$63,378 16
Corresponding week, 1859	40,386 61

Increase	\$22,991 55
----------	-------------

Total traffic from July 1, 1859	\$2,699,878 70
Do. for same period last y.	2,112,200 78

Increase	\$587,677 92
----------	--------------

The earnings of the Hannibal and St. Joseph Railroad for May were:

Passengers	\$52,331 32
Freight	48,678 42
Miscellaneous	3,840 06

Total	\$104,849 70
-------	--------------

The earnings of the Chicago and Northwestern Railroad for May were:

Passengers, Mails and express	\$25,451 03
Freight	36,676 95

Total	\$62,127 98
-------	-------------

Same month last year	27,332 28
----------------------	-----------

Increase	\$34,245 70
----------	-------------

The following are the approximate earnings of the Eastern Division of the Ohio and Mississippi Railroad for the month of May, compared with the same period last year:

	1860.	1859.
Passengers	\$44,869 75	\$44,460 46
Freight	22,960 21	23,954 09
Express	1,850 31	1,771 90
Mail	3,850 00	3,766 67
	\$73,530 27	\$73,953 12

The total decrease is \$422.85, which is almost entirely on the passenger traffic. The diversions of the through business by the Terre Haute and Alton route, accounts for the falling off in the passenger earnings.

The earnings of the Central Railroad Company of New Jersey, for the months of May, 1860, were \$109,453 39 Same month last year..... 84,191 06

Increase, 80 per cent.	\$25,262 33
------------------------	-------------

The earnings of the Norwich and Worcester Railroad for May, 1859 and 1860, were:

	1859.	1860.
Passengers	\$10,166 05	\$9,656 84
Freight	17,462 88	20,383 95

Total	\$27,618 88	\$30,040 79
Gain over 1859		\$2,411 91

The earnings of the Michigan Central Railroad for May were \$158,599 98 May, 1859..... 127,145 77

Increase	\$31,364 21
----------	-------------

The earnings of the Stonington Road for the fiscal year, thus far, have been \$175,378 80 Previous year..... 162,165 73

Increase, 1859-60	\$13,213 07
-------------------	-------------

The following are the earnings of the Great Western Railway for the week ending June 9th, 1860:

Passengers	\$17,826 65
Freight and live stock	10,723 18
Mails and sundries	1,298 06

Total	\$29,847 90
Corresponding week of last year	31,569 33

Decrease	\$1,720 93
----------	------------

The following is a comparative statement of the earnings of the La Crosse and Milwaukee Railroad for May, 1859 and 1860:

	1859.	1860.
Freight	\$23,865 83	\$44,158 88
Passengers	21,973 28	22,782 07
Mails & miscellaneous	1,011 20	2,682 52

Total	\$46,850 31	\$69,623 47
Increase for May, 1860		\$22,773 16

#### Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending June 12, 1860.

	BONDS.	Per cent.
Little Miami, 1st Mort.	68	80 1/2 and int.
Covington and Lexington, 1st Mortgage	68	72 " "
" " 2d " "	78	72 " "
" " Income, pref. 10s	104	12 1/2 " "
Hillsboro' and Cincinnati, 1st Mortgage	78	15 " "
Ohio & Miss., E. D. Construction	78	15 " "
Cinc., Ham. and Dayton, 2d Mortgage	78	85 1/2 and int.
" " 1st " "	78	94 " "
Indianap. & Cincinnati, 2d do.	78	73 " "
Do. do. Dividend		
Columbus and Xenia, Dividend		
STOCKS.		
Cincinnati, Hamilton & Dayton	Ex Div.	72
Columbus and Xenia		82
Indianapolis & Cincinnati		42 1/2
Little Miami		82 1/2
Farmers' Bank of Ky.		125
Ohio and Miss. R. R. Trustees Certif.		15



Railroads of the State of New York.  
(Continued from p. 490.)

Corporate Titles of Companies.	Capital.		Cost of Road and Equipm't.		Length of Road.	Gross Earnings.				Operating and Repair.	Earnings less Expenses.		Dividends.	
	Share Capital.	Bonded Debt.	Floating Debt.	Total.	M.	Passenger.	Freight.	Mails, etc.	Total.	\$	\$	Amount.	Rate.	P. C.
1860.														
New York and Harlem .....	3,887,980	365,663	212,685	4,466,268	80.24	324,368	114,406	43,793	482,567	246,719	236,848	90,476	4	7
Saratoga and Schenectady .....	300,000	42,000	22,555	384,555	21.60	13,728	8,902	11,305	28,935	15,794	13,141	65,088	3	8
Rensselaer and Saratoga .....	800,000	185,500	4,879	489,879	25.26	84,468	16,548	11,715	112,726	47,668	38,000	22,768	8	10
Brooklyn and Jamaica .....	284,850	85,000	.....	369,850	11.00	.....	255,688	72,265	928,425	308,173	616,252	856,000	10	7
Utica and Schenectady .....	3,494,010	102,500	.....	4,148,918	22.00	67,979	4,817	1,000	73,296	17,219	56,077	25,421	7	10
Buffalo and Niagara Falls .....	367,796	21,670	12,495	401,901	22.00	180,000	60,000	3,500	183,500	185,000	185,000	92,000	10	10
Long Island .....	1,876,148	152,957	7,404	2,335,509	86.50	255,253	67,668	21,477	344,898	89,622	254,776	13,691	8	10
Tonawanda .....	1,000,000	189,500	7,349	1,196,849	43.50	14,772	25,269	1,000	41,041	202,728	270,048	190,250	8	10
Hudson and Berkshire .....	425,000	325,000	47,150	797,150	53.00	366,077	50,879	15,820	472,776	747	747	.....	.....	.....
Syracuse and Utica .....	28,000	48,000	.....	28,000	3.34	747	.....	.....	747	618,413	646,597	389,855	6	10
Lewiston .....	28,000	48,000	.....	28,000	3.34	747	.....	.....	747	618,413	646,597	389,855	6	10
New York and Erie .....	6,801,285	9,856,369	2,475,865	18,133,719	38.25	386,616	111,998	17,196	515,810	163,466	352,344	260,851	124	10
Albany and West Stockbridge .....	1,000,000	556,000	930,895	1,930,895	78.00	26,540	14,926	879	42,345	60,267	60,267	158,801	10	10
Albany and Rochester .....	2,196,765	59,700	30,000	2,821,765	20.50	185,745	37,765	6,200	229,710	70,809	158,901	80,000	10	10
Schenectady and Troy .....	800,000	.....	1,699	711,399	31.95	38,601	10,417	4,207	48,225	30,811	17,414	16,364	5	10
Albany and Schenectady .....	168,000	.....	42,676	602,849	34.61	38,904	23,262	1,252	59,418	43,054	117,413	70,000	7	10
Cayuga and Susquehanna .....	274,400	4,550	4,101	283,051	6.00	182,208	70,243	6,134	208,755	91,172	39,428	14,000	4	10
Troy and Greenbush .....	1,000,000	700,000	.....	1,700,000	16.97	67,118	28,927	4,721	131,365	69,214	62,151	.....	.....	.....
Owego and Schenectady .....	350,000	200,000	10,463	1,560,463	35.91	102,717	28,927	4,721	131,365	69,214	62,151	.....	.....	.....
Saratoga and Washington .....	781,300	334,500	35,000	1,150,800	17.36	242,505	18,575	6,490	267,660	167,883	100,277	15,447	.....	.....
Chemung .....	880,000	70,000	6,000	956,000	74.71	6,623	20,794	348	27,765	12,318	15,447	1,869	.....	.....
Hudson River .....	3,310,552	3,486,750	111,151	6,908,453	119.00	6,623	20,794	348	27,765	12,318	15,447	1,869	.....	.....
Northern .....	1,334,613	1,081,232	646,650	2,962,495	24.00	1,043	1,089	.....	2,132	60,876	140,660	.....	.....	.....
Watertown and Rome .....	467,636	200,000	.....	667,636	104.00	176,991	24,445	.....	201,436	60,876	140,660	.....	.....	.....
Watertown and Syracuse .....	3,354,979	916,000	.....	4,280,979	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rochester and Syracuse .....	3,354,979	916,000	.....	4,280,979	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	35,741,264	19,551,991	4,642,367	60,035,628	63,631,538	1,452.60	3,749,674	1,518,998	241,514	5,510,186	2,452,413	3,202,976	1,618,902	..
1861.														
New York and Harlem .....	8,888,750	869,201	115,366	4,873,317	96.24	872,652	156,806	61,484	530,942	348,567	242,855	95,542	4	24
Saratoga and Schenectady .....	800,000	125,000	.....	425,000	21.60	134,289	42,055	13,039	189,383	79,884	109,499	39,300	7	8
Rensselaer and Saratoga .....	610,800	25,000	.....	635,800	25.26	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn and Jamaica .....	284,850	85,000	.....	369,850	11.00	660,564	261,599	45,496	857,619	281,303	676,316	60,194	10	6
Utica and Schenectady .....	4,124,000	102,500	.....	4,226,500	78.00	83,677	6,066	1,000	90,743	30,549	60,194	21,715	.....	.....
Buffalo and Niagara Falls .....	392,866	19,670	6,178	4,171,714	22.00	182,289	56,486	4,581	193,306	142,867	50,439	25,846	.....	.....
Long Island .....	1,875,148	512,957	7,404	2,335,509	86.50	19,194	36,055	1,000	56,249	30,403	25,846	1,249	.....	.....
Hudson and Berkshire .....	425,000	325,000	48,000	798,000	53.00	3,160	.....	.....	3,160	1,911	1,249	.....	.....	.....
Canadaigua and Corning .....	2,400,000	108,000	255,870	2,603,870	46.84	271,960	111,090	16,222	488,248	212,009	286,239	346,859	5	10
Syracuse and Utica .....	6,992,289	14,503,869	2,957,376	23,453,534	38.25	1,168,536	1,108,138	.....	2,271,674	1,073,017	1,198,557	60,000	5	5
New York and Erie .....	1,000,000	.....	930,895	1,930,895	76.00	366,246	90,348	12,500	469,094	133,633	335,461	91,489	.....	.....
Albany and West Stockbridge .....	1,825,000	160,903	2,654	1,986,903	20.50	28,652	16,264	1,331	46,247	56,268	133,633	.....	.....	.....
Buffalo and Rochester .....	605,926	73,800	87,177	726,454	9.08	.....	.....	.....	.....	.....	.....	.....	.....	.....
Schenectady and Troy .....	300,000	.....	231,452	693,103	34.61	20,698	30,722	24,400	75,820	34,007	41,813	.....	.....	.....
Buffalo and State Line .....	168,000	300,000	278,250	678,452	6.00	34,092	22,509	2,953	60,554	52,321	8,233	.....	.....	.....
Cayuga and Susquehanna .....	274,400	8,850	.....	278,250	16.97	146,649	87,433	7,665	239,847	103,689	136,158	12,250	34	7
Troy and Greenbush .....	1,000,000	716,665	.....	1,716,665	35.91	67,710	18,023	22,682	93,415	45,163	48,252	82,013	6	10
Owego and Schenectady .....	350,000	200,000	10,413	660,413	47.52	131,033	28,698	5,092	164,883	82,870	82,013	.....	.....	.....
Saratoga and Washington .....	886,200	596,500	5,000	1,482,700	17.36	361,654	37,095	6,800	405,549	336,205	69,344	.....	.....	.....
Chemung .....	3,703,229	5,646,855	159,427	9,509,541	144.00	83,661	200,049	7,558	201,168	163,112	128,056	.....	.....	.....
Hudson River .....	1,529,833	1,602,790	1,081,832	4,214,455	72.00	37,871	48,132	7,865	93,868	85,562	8,306	.....	.....	.....
Northern .....	668,716	442,000	53,855	1,165,101	14.81	630,948	237,530	22,033	950,511	320,976	629,535	370,089	10	10
Watertown and Rome .....	220,000	821,000	.....	4,991,000	13.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blossburg and Corning .....	4,170,000	.....	110,000	4,991,000	13.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rochester and Syracuse .....	230,494	.....	.....	340,494	274.267	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo and Connocton Valley .....	38,377,470	27,776,590	6,152,429	72,336,489	72,494,812	1,705.60	4,800,431	2,681,098	280,751	7,642,280	3,564,446	4,231,327	1,843,071	..

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Cars.				Property and Assets.			Liabilities.				Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.	
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.			Gross.	Net.			
M.	M.	M.	M.	No	No	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	\$	\$	P. c.	P. c.		
ALABAMA.																						
30 Jun. '59	43.3			72.3	3	2	19	Alabama and Florida	1,086,278			539,396	473,500	101,205	1,127,174	27.3		59,430	22,350			
28 Feb. '59	30.3			58.1	2	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852			
31 May '59	99.2			68.4	7	7	84	Ala. and Tennessee Rivers	2,101,007	144,549		1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907			
30 Jun. '59	57.0			171.3				Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006			
1 Jan. '59	319.2	14.7		213.0	25	18	361	Mobile and Ohio	7,252,501	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000			
28 Feb. '59	88.5	28.4		295.8	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9		446,153	211,880	6		
16 Dec. '59				26.1				North East and South West	728,000			105,760										
								Tennessee and Ala. Central														
ARKANSAS.																						
				301.4				Cairo and Fulton														
30 Nov. '58	38.5			107.5				Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Sep. '59	22.5			41.8				Sacramento Valley	1,547,100			791,100	756,000		1,547,100	22.5		211,420	115,076			
CONNECTICUT.																						
31 Jan. '59	23.9				3	6	30	Danbury and Norwalk	333,237	49,773		279,050	85,000	3,502	404,622	23.9		56,044	20,618	6		
30 Sep. '59	122.4			75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,740	1,510,500	319,443	4,323,922	122.4	246,523	333,500	152,777			
31 Aug. '59	61.4	10.6						Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126	
31 Dec. '58	74.0				11	19	212	Housatonic	2,438,847		8,559	2,000,000	278,500	76,675	2,555,837	159.0		271,273	66,330			
31 Dec. '58	57.0				7	15	178	Naugatuck	1,578,301	*		1,031,800	437,550	30,713	1,706,802	57.0		199,536	314,068			
30 Nov. '58	62.3							N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000		1,488,538	50.1		76,758	8,946			
31 Dec. '58	46.4	8.8						New Haven and Northampton	1,400,000	*		922,500	500,000		1,481,723	55.2		158,652	loss.	5		
30 Nov. '58	66.0				5	5	167	N. Lond., Willmant. & Palmer	1,561,241		5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512			
31 Mar. '59	62.2	63.8			29	72	368	New York and New Haven	4,579,879	661,547		3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3		
31 Mar. '58	59.0	7.0						Norwich and Worcester	2,245,406	176,792		2,522,300	324,130	59,614	2,598,672	66.0		265,417	44,587	37		
DELAWARE.																						
31 Dec. '58	71.0			19.4				Delaware	1,146,311	*		252,561	735,000	123,750	1,146,311	71.0		66,628				
30 Nov. '58	14.3							Newcastle and Frenchtown	699,514		25,000	762,320			767,278	14.3		19,595				
FLORIDA.																						
								Florida		*												
30 Apr. '58	154.2			45.1				Florida and Alabama	292,291			317,847	154,000	70,620	543,237							
30 Jun. '59	31.3	2.0		28.6	2	1	24	Flo., Atlantic and Gulf Central	396,310	28,608		205,781	204,600	164,670	594,836	19.3		10,255	1,504			
	26.5	3.9		227.0				Pensacola and Georgia								29.4						
GEORGIA.																						
31 July '58	86.7				15	11	105	Atlanta and La Grange	1,179,381	*		1,000,000	187,500	23,384	1,459,075	86.7		362,061	197,357	8	125	
				133.5				Atlantic and Gulf—M. Trunk								53.0						
31 Dec. '57	30.0							Augusta and Savannah	1,032,200	*		733,700	298,500		1,032,200	30.0		125,427	69,679			
30 Apr. '59	43.5			23.7				Brunswick and Florida	755,000			151,887				31.0						
30 Nov. '59	191.0				54	28	636	Central of Georgia	3,750,000		826,171	3,750,000	106,267		5,977,106	229.0	790,030	1,633,947	839,604	10		
31 Mar. '59	171.0	61.0						Georgia (and Bank)	4,174,492		829,550	4,150,000	373,000		7,368,665	232.0		1,154,621	544,363	8	100	
30 Nov. '59	102.5				18	16	171	Macon and Western	1,500,000			1,438,800	23,000		1,967,776	102.5	213,180	375,250	209,785	11	108	
31 July '59	60.0				7	2	107	Muscookee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516	8		
1 May '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,373		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000			2,254,000	631,000		1,473,140	147.2	171,758	547,876	337,769			
30 Sep. '59	138.0			52	24		705	Western and Atlantic	5,901,497	*		built and own'd by State.			138.0			832,343	454,541			
ILLINOIS.																						
	220.0							Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0						
30 Apr. '59	138.0			62	31		990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000		8,149,084	210.0		1,044,573	171,515			
31 Dec. '58	45.0			6	14		101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284		754	
	138.0			75.0				Chicago and Northwestern				4,250,000	6,350,000		10,600,000	138.0						
30 Jun. '58	181.8			58	57		960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4		1,407,846	629,029	69		
10 Nov. '58	33.2							Fox River Valley	580,000	*		580,000				84.0						
31 Dec. '58	121.0	138.5	73.6	60	63	1,369		Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5		808,231	1,547,561	620,328	4	624
	175.0							Great Western	5,022,926			1,600,000	3,088,426	334,500	5,022,926	175.0						
31 Dec. '58	454.8	252.5		81.5				Illinois Central	19,674,214	3,347,799		10,249,210	20,000,000	1,297,277	31,596,487	708.3		1,976,578	556,624	62		
								Illinois River														
	148.0							Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403			148.0						
	46.6							Peoria and Bureau Valley				600,000				oper by Chic.						
				129.0				Peoria and Hannibal								oper by Chic.						
	186.0							Peoria and Oquawka	5,400,000	*		1,569,889	2,300,000			186.0						
31 Dec. '58	100.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	100.0	oper by Chic.	Bur. & Quincy.				
	1.0							Rock Island Bridge								oper by Chic.						
31 Dec. '58	168.5	39.8	12.2	31	30		424	Terre Haute, Alton & St. Louis	7,608,958	628,487		3,028,903	5,035,615	741,040	8,865,252	208.3		823,767				
INDIANA.																						
								Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125			108.0						
	108.0			73.0				Cincinnati, Peru and Chicago								29.0						
31 Aug. '57	109.0							Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,432			
1 Jan. '58	72.4			19	21		278	Indiana Central	1,666,280	244,081	25,641											



An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.			Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.						Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2d Track and Sidelings.		Engines.	Passenger.	Freight, etc.		Property and Assets.			Liabilities.			Gross.	Net.	Dividends.			
									Railroad and appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.				Balance Total, incl. all other assets and liabilities.		Road operated, incl. road leased, etc.
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	P. c.	P. c.
MAINE.																				
31 Dec. '58	52.0	35.0	---	6.0	4	25	Androscoggin	645,271	*	---	145,787	511,500	---	---	---	---	---	---	---	---
31 May, '59	55.0	---	---	---	9	10	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,506	137.0	73,186	281,929	89,766	---	---
30 Jun. '59	149.0	---	25.0	---	41	17	Atlantic and St. Lawrence	6,066,375	857,566	---	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	---
31 Dec. '58	12.5	---	---	---	4	2	Bangor, Oldtown and Milford	175,232	---	---	135,000	---	---	175,516	12.5	25,437	33,059	16,580	---	---
31 Dec. '58	63.0	9.0	---	---	12	11	Kennebec and Portland	2,871,284	*	---	1,107,526	1,763,738	---	---	72.5	169,240	145,074	70,746	---	---
31 Dec. '58	---	---	---	23.0	---	---	Penobscot	308,413	---	---	180,000	143,678	---	---	---	---	---	---	---	---
31 May, '59	54.7	---	---	---	4	10	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,334	---	---
31 May, '59	51.3	---	---	---	11	118	Portland, Saco and Portsmouth	1,494,792	---	5,208	1,500,000	---	---	1,500,000	51.3	141,664	208,296	104,029	6	96 1/2
31 May, '59	37.0	---	---	---	---	---	Somerset and Kennebec	783,763	*	---	169,200	556,600	---	---	---	---	55,406	28,404	---	---
31 May, '59	18.5	---	---	33.5	---	---	York and Cumberland	1,090,000	*	---	370,000	450,000	270,000	1,090,000	18.5	---	---	---	---	---
MARYLAND.																				
30 Sep. '59	279.6	7.2	---	---	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	75 1/2
30 Sep. '59	30.0	---	---	---	7	33	167	Washington Branch	1,650,000	---	---	1,650,000	---	---	---	---	187,427	442,219	268,540	100
31 Dec. '58	138.0	4.0	---	---	42	38	1,455	Northern Central	9,453,457	733,934	220,965	2,260,000	5,395,800	655,507	6,061,557	154.5	600,482	810,604	304,649	17 1/2
MASSACHUSETTS.																				
30 Nov. '59	21.2	2.0	---	---	6	4	80	Berkshire	500,560	100,000	---	600,000	---	---	601,360	ope	rat. by	Housat.	42,000	7
30 Nov. '59	26.8	1.8	43.6	---	21	26	566	Boston and Lowell	2,245,247	183,345	---	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	298,798	8
30 Nov. '59	74.3	8.8	51.3	---	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	---	---	4,523,460	83.1	540,372	860,110	394,475	10 1/2
30 Nov. '59	47.0	7.0	22.3	---	23	27	210	Boston and Providence	2,952,000	207,400	70,000	3,160,000	174,230	---	3,663,138	64.0	316,522	654,673	337,648	7 1/2
30 Nov. '59	44.6	24.0	59.2	---	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,585	5,751,512	83.7	511,046	1,067,071	311,525	7 1/2
30 Nov. '59	40.1	1.1	2.7	---	7	10	109	Cape Cod Branch	907,761	123,864	---	681,690	190,000	39,499	1,022,268	47.2	79,456	118,726	49,374	12 1/2
30 Nov. '59	60.0	2.4	8.9	---	12	13	331	Connecticut River	1,614,385	187,558	---	1,691,100	252,500	---	1,928,284	75.4	177,164	271,592	138,223	8 1/2
30 Nov. '59	49.1	30.5	24.4	---	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	82 1/2
30 Nov. '59	19.9	1.3	3.6	---	3	3	37	Essex	742,592	4,416	---	299,107	280,261	197,428	3,869,729	67.7	841,803	659,485	267,450	67
30 Nov. '59	60.9	16.8	70.9	---	29	28	655	Fitchburg	3,190,851	350,149	---	3,540,000	100,000	---	3,333,884	26.4	37,245	48,768	12,795	1 1/2
30 Nov. '59	14.0	2.4	---	---	3	3	37	Fitchburg and Worcester	293,658	40,226	---	214,236	62,900	---	353,030	ope	r. by N. H. & N. H.	28,791	6	
30 Nov. '59	24.9	---	---	2.0	---	---	37	Hampshire and Hampden	577,582	---	---	295,951	303,014	57,065	363,158	ope	r. by B. and L. V.	12,550	---	
30 Nov. '59	12.4	---	---	2.3	2	3	27	Lowell and Lawrence	332,883	30,275	---	298,508	100,000	---	698,563	30.0	153,374	229,205	68,510	---
30 Nov. '59	14.6	---	---	17.1	12	12	324	Nashua and Lowell	558,920	95,685	---	600,000	---	---	564,707	21.8	55,831	143,261	25,264	---
30 Nov. '59	20.2	1.6	1.0	---	7	16	146	New Bedford and Taunton	494,843	52,644	---	220,240	221,600	19,893	653,533	36.0	75,866	51,338	14,087	---
30 Nov. '59	26.9	---	---	2.3	5	9	44	Newburyport	585,272	63,696	---	223,176	675,000	2,853	901,029	8.4	20,888	22,531	104 1/2	
30 Nov. '59	8.8	---	---	23.4	---	---	---	N. York and Boston Air Line	675,302	---	---	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.		Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
									Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.	p. c.		
M.	M.	M.	M.	No.	No.	No.										M.	M.	\$	\$	p. c.	p. c.	
NEW YORK.																						
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950	31,135	436,085								
30 Sep. '58	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000	32.9	93,894	84,119	11,215				
30 Sep. '57	38.3		34.0					Albany and West Stockbridge	2,392,984			1,000,000	1,932,984		oper. by W.				6	100		
30 Sep. '56	34.9	2.6		73.6	4	6	39	Black River and Utica	1,156,148	81,405		804,648	700,000	8,158	37.5	36,838	62,941	32,952				
30 Sep. '55	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000		14.8	20,647	26,858	13,429	5			
30 Sep. '54	142.0		13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321			
30 Sep. '53	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,984,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120	
30 Sep. '52	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	59,265	10,398	44		
30 Sep. '51	17.4		2.1					Chemung	400,000	*		380,000	70,000		450,000	oper. by N. Y. & E.		24,000	6			
30 Sep. '50	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000	*		500,000			500,000	oper. by Re.		30,000	6			
30 Sep. '49			63.2					Erie and New York City	287,357	*		352,741	14,000	28,716	395,457							
30 Sep. '48			15.0		4	3	50	Genesee Valley	329,225	*		75,689	165,000	62,500	329,225	oper. r. b. N. Y.	Y. & E.					
30 Sep. '47	17.3		0.5					Hudson and Boston (West'n)	148,000	27,000		175,000			17.3	57,065	63,803	11,999	6			
30 Sep. '46	144.0		106.5		52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644	150.0	700,224	1,842,636	770,096		48		
30 Sep. '45			73.8					L. Ontario, Auburn & N. York	74,203			75,771										
30 Sep. '44			182.0					L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856								
30 Sep. '43	84.0	2.5	10.1		8.5	18	37	129	Long Island	2,211,659	354,611	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084		12	
30 Sep. '42	297.8	258.1	313.8		211	237	1,711	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771		40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	81	
30 Sep. '41	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837		19	
30 Sep. '40	130.8	2.1	30.9		33	98	576	New York and Harlem	7,303,339	634,777		5,717,100	5,151,287	147,640	152.9	621,747	975,853	358,792		12		
30 Sep. '39	118.0	3.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,900	1,500,000		4,799,287	121.8	347,800	382,932	120,850			
30 Sep. '38	35.9		2.2		7	6	44	Oswego and Syracuse	675,215	100,462		396,340	213,500	10,875	35.9	69,759	109,152	60,829	8			
30 Sep. '37	75.4		2.0		6	4	33	Potsdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571			
30 Sep. '36	25.2		2.1		5	13	70	Rensselaer and Saratoga	743,968	157,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769	6		
30 Sep. '35	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,500	150,000	23,496	731,056	18.4	135,000	44,220	24,601	2		
30 Sep. '34	18.0		1.0					Sacketts Harbor and Ellensburg	371,556	17,714		167,485	278,400	56,810	18.0	17,620	12,025					
30 Sep. '33	21.0		1.6		2	3	32	Saratoga and Schoenectady	480,684	*		300,000	85,000		385,000	oper. by Ren.		80,150	7			
30 Sep. '32	40.9	6.6	3.9		9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000		895,000	54.5	107,506	154,099	7,403			
30 Sep. '31			13.2					Staten Island	114,015	*		60,603	41,200	22,686	114,489							
30 Sep. '30	11.0		7.1		13	12	117	Brooklyn and Jamaica	369,856	*		284,850	85,000		ope. r. by Lo.		Ing. Isl.	37,560	9			
30 Sep. '29	61.3		3.2	7.7	10	6	76	Syracuse and Binghamton	2,851,292	*		1,200,130	1,643,126	140,079	2,989,335	81.3	176,273	196,402	112,155			
30 Sep. '28	27.2		0.1					Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010			
30 Sep. '27	2.1		2.1					Troy and Greenbush	294,731	*		275,000			294,731		ope. r. b. Hud.		6			
30 Sep. '26	96.8		11.0					Troy Union	732,114	*		30,000	680,000		732,114	ope. r. by other						
30 Sep. '25					7	11	288	Watertown and Rome	1,839,787	319,715		1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3		
NORTH CAROLINA.																						
30 Sep. '59	95.2	2.0						Atlantic and North Carolina	1,850,000	*		1,600,000	400,000		95.2							
30 Sep. '58	223.0							North Carolina	4,235,000	*		4,000,000			223.0							
30 Sep. '57	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200		97.0			206,917	108,541			
30 Sep. '56	161.0		17.1		22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	487,043	209,793				
30 Sep. '55	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8		
15 Mar. '55			43.0					Western North Carolina	190,793	*	4,700	290,212		70,860	364,072							
OHIO.																						
31 Dec. '59	118.2				17	12	208	Atlantic and Great Western	613,231	*		866,939		77,294								
1 Aug. '59	137.0				41	39	508	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508			
31 Mar. '59	60.3				22	28	632	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356			
30 Sep. '58	37.0				62	1	22	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000		32,618	3,650,710	60.3	489,437	249,696	7	71	
30 Sep. '57	131.8				31	16	10	Cinc. and Indianapolis June	6,250,841	*		2,441,176	3,032,000	228,973	131.8	304,168	190,745	19,180		49		
31 Dec. '56	135.4	5.8			42	31	439	Cinc., Wilmington and Zanesv.	4,087,571	684,955		4,746,100	38,000	8,242	5,343,275	141.2		1,113,639	675,159	7	92	
31 Dec. '55	67.0				10	6	205	Cleveland, Columbus and Cinc.	1,920,953	*	67,422	680,000	1,202,300	161,200	1,943,500	67.0	183,973	255,140	182,282			
31 Dec. '54	95.4	1.2	37.9		31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,301	96.6	402,935	1,111,353	646,057	15	115	
30 Nov. '53	101.0	102.5			42			Cleveland and Pitsburgh	9,320,288	*		3,942,368	4,918,325	663,821	9,661,102	203.5	646,413	772,093	332,093	4	11	
30 Apr. '52	109.2	79.4			32	62	430	Cleveland and Toledo	6,729,656	458,194	258,424	3,843,812	3,842,720	358,605	7,858,918	188.6		798,155	414,456	6	30	
31 Dec. '51	61.4				53	6	99	Clev., Zanesville and Cincin.	1,754,693	*		369,673	575,250	632,486	61.5	75,120	68,128	19,763				
31 Dec. '50	72.0				31	6	103	Columbus and Indianapolis	2,555,000	*		750,000	1,800,000	205,000	72.0	144,000	84,000	17,790				
30 Nov. '49	54.5	10.4						Columbus and Xenia	1,776,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope. r. w. Lit.		170,795	8	85		
31 Mar. '48	144.0							Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054			
31 Aug. '47	36.6				5	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482	1,080,174	36.6		125,940	66,253			



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Passenger Cars.	Freight, etc.		Property and Assets.					Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
									Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	P. c.		
PENNSYLVANIA, (Continued.)																								
30 Nov. '59	48.0	—	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,804	1,500,000	177,920	3,444,154	60.0	—	60,438	—	—	—		
30 Nov. '59	467.5	—	—	56.3	96	80	1,059	105	Pittsburg, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,055	—	394		
30 Sep. '59	31.0	—	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	—	—	1,221,277	280,000	—	—	—	—	—	—	—	—		
30 Sep. '59	54.0	—	—	—	—	7	7	26	Schuylkill and Susquehanna	1,258,700	—	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—		
30 Sep. '59	9.2	15.3	—	14.9	—	—	—	—	Schuylkill Valley	573,616	—	—	568,150	—	—	573,616	24.5	—	34,501	29,004	—	34		
30 Nov. '59	28.0	5.0	—	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,821,847	—	—	500,000	821,447	—	1,321,847	33.0	—	96,227	54,582	—	—		
31 Dec. '59	148.0	—	—	20.0	140.0	—	—	—	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	—	—	—	—		
30 Nov. '59	29.6	6.5	—	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	—	—		
30 Sep. '59	26.4	—	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—		
31 Mar. '59	78.0	—	—	—	—	—	—	—	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	—	—	191,970	96,308	—	1		
RHODE ISLAND.																								
31 Aug. '58	50.0	—	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	—	—	1,508,000	306,500	—	2,158,000	50.0	147,231	208,439	96,571	5	—		
30 Nov. '58	13.6	—	—	0.5	—	3	5	5	Providence, Warren & Bristol	434,098	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—	—		
SOUTH CAROLINA.																								
31 Dec. '58	13.2	1.5	—	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—		
31 Dec. '58	54.9	—	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	—	1,099,536	51.9	—	—	—	—	—		
31 Dec. '58	109.6	—	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	1,585,000	109.6	—	283,263	151,536	—	6		
31 Dec. '58	40.3	—	—	—	—	—	—	—	Cheraw and Darlington	600,000	—	—	400,000	200,000	—	600,000	40.3	—	—	—	—	—		
1 Jan. '59	143.2	21.3	—	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	143.2	—	341,190	125,871	—	—		
31 Aug. '58	22.5	—	—	—	—	—	—	—	Kings Mountain	196,230	—	—	200,000	—	—	200,000	22.5	—	—	—	—	—		
31 July '58	32.0	—	—	—	—	—	—	—	Laurens	543,403	—	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—		
28 Feb. '59	102.0	—	—	—	—	—	—	—	North-Eastern	2,011,652	—	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—		
31 Dec. '58	136.0	106.0	—	—	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	—	1,501,008	820,511	—	7		
31 July '58	25.1	—	—	—	41.9	—	—	—	Spartanburg and Union	1,137,400	—	—	595,922	860,000	204,544	1,402,446	25.1	—	—	—	—	—		
TENNESSEE.																								
31 Dec. '58	30.0	1.8	—	—	12	10	171	171	Edgefield and Kentucky	857,947	—	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—		
31 Dec. '58	140.0	—	—	—	—	10	10	128	East Tennessee and Georgia	3,637,367	—	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—		
31 Dec. '58	130.3	—	—	—	—	36	38	576	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—		
31 Dec. '58	271.6	16.0	20.0	3.9	9	5	242	242	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	—	271.6	562,041	1,330,812	778,036	—	—		
31 Dec. '58	100.0	—	—	—	—	—	—	—	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—		
31 Dec. '58	59.0	—	—	—	—	7	5	119	Memphis, Clarksville & Louisville	2,000,000	100,500	—	298,721	740,000	—	—	59.0	—	—	—	—	—		
31 Dec. '58	47.4	—	—	—	—	4	5	46	Mississippi and Tennessee	1,137,400	—	—	798,285	554,949	319,518	—	47.4	69,870	177,256	60,029	—	—		
31 Dec. '58	34.2	—	—	—	—	12	2	81	Mississippi Central and Tenn.	592,710	82,908	—	317,447	632,500	22,369	—	34.2	54,175	83,129	44,666	—	—		
31 Dec. '58	149.7	44.0	—	—	—	30	17	319	McMinnville and Manchester	3,833,807	56,816	—	144,894	406,000	5,000	—	149.7	30,065	23,808	13,892	—	—		
31 Dec. '58	45.8	—	—	—	11.7	5	5	32	Nashville and Chattanooga	3,632,882	—	—	2,256,479	1,624,000	21,769	—	45.8	117,895	675,832	310,199	—	3		
31 Dec. '58	30.0	—	—	—	8.0	—	—	—	Nashville and Northwestern	76,016	76,016	—	216,962	413,000	408,477	—	30.0	57,950	75,120	47,579	—	—		
31 Dec. '58	32.0	—	—	—	—	—	—	—	Tennessee and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '58	56.0	—	—	—	—	—	—	—	Winchester and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '58	43.0	—	—	—	—	—	—	—	Texas, (all aided by State)	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '58	75.0	—	—	—	—	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '58	28.0	—	—	—	—	—	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '58	28.0	—	—	—	—	—	—	—	Houston and Brazoria	—	—	—	—	—	—	—	—	—	—	—	—	—		
1 May '59	75.0	—	—	—	281.0	2	3	67	Houston and Texas Central	1,132,747	—	—	1,270,123	335,000	128,205	1,691,443	35.0	—	76,958	—	—	—		
31 Dec. '58	25.0	—	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '58	28.0	—	—	—	—	—	—	—	Southern Pacific	—	—	—	—	—	—	—	—	—	—	—	—	—		
VERMONT.																								
31 May, '59	90.7	—	—	8.0	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	—	—	90.7	98,856	192,122	82,001	—	—		
31 Aug. '59	119.6	—	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	—		
31 Aug. '59	62.0	—	—	—	—	10	5	201	Rutland and Washington	1,771,683	—	—	950,000	—	—	1,780,683	62.0	175,830	172,826	37,124	—	—		
30 Jun. '59	119.0	—	—	20.0	—	42	28	885	Vermont Central	8,402,055	—	—	5,000,000	3,853,000	1,423,299	10,276,299	169.0	617,262	702,271	115,078	—	—		
30 Jun. '59	47.0	—	—	—	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	47.0	—	—	—	—	—		
31 Aug. '59	23.7	—	—	—	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	47,324	43,998	10,493	—	—		
31 Aug. '59	54.0	10.5	—	—	—	—	—	—	Western Vermont	1,083,500	—	—	332,000	700,000	—	1,083,500	54.0	—	—	—	—	—		
VIRGINIA.																								
31 Aug. '59	41.3	—	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—		
30 Sep. '58	75.8	—	—	—	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	—	125,599	65,554	—	—		
31 Mar. '59	79.2	—	—	—	—	—	—	—	Norfolk and Petersburg	2,106,066	—	10,500	1,511,000	489,110	209,923	2,222,168	79.2	—	—	—	—	—		
30 Sep. '59	103.5	—	—	—	—	—	—	—	Northwestern Virginia	5,322,150	—	—	468,605	5,719,229	—	—	103.5	345,427	248,004	108,808	—	—		
30 Sep. '59	148.7	9.1	4.5	—	—	12	10	101	Orange and Alexandria	6,060,824	—	—	1,981,167	2,316,879	285,532	6,225,015	97.6	—	288,297	157,571	—	—		
30 Sep. '59	123.3	10.1	—	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	310,988	186,085	—	—		
31 Dec. '58	69.2	21.3	—	—	—	14	17</																	

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:					Chicago and Milwaukee:					Easton and Hamilton:				
Mortgage	\$300,000	7	1867		1st Mortgage (convertible)	\$512,000				1st Mortgage	\$757,734	†	var.	
Convert. (guar. by Dir.)	150,000	7	1868		Income	62,000				Erie and North-East:				
Land Mortgage	23,500	7	1869		Real Estate 2d Mortgage	188,864		1868		Exchanged for Buff. and St. L.	149,000			
Alabama and Miss. Rivers:					Chicago and Rock Island:					Evansville and Crawfordsville:				
State (Ala.) Loan	123,171				1st Mortgage	1,397,000	7	1870	94					
Mortgage	109,500				Chic. St. Paul and Fond du Lac:					Florida:				
Alabama and Tenn. Rivers:					1st Mortgage (on 1st Division)	3,000,000	7			Internal Improvement (State)	1,655,000	7	1891	
1st Mortgage convertible	526,000	7	1872		2d Mortgage (1st Land Grant)	3,000,000	18			Free Land, 2d Mortgage	1,500,000	8	1891	
2d Mortgage	225,705	8	1864		Real Estate	350,000	18			Florida and Alabama:				
Albany, Vt. and Canada:					Cincinnati, Hamilton and Dayton:					Internal Improvement (State)				
1st Mortgage	500,000	7	1867		1st Mortgage	461,000		1867	94	Free Land, 2d Mortgage				
Albany and West Stockbridge:					2d Mortgage	950,000		1880	85	Florida, Atlantic and Gulf Centr.				
Albany City (S. F.)	1,000,000	6	'66-'70		*Cincinnati, Wilm. and Zanesville:					Internal Improvement (State)	300,000	7	1891	
Androscooggin and Kennebec:					1st Mortgage	1,300,000				Free Land, 2d Mortgage	200,000	8	1891	
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64		2d Mortgage	574,000				Internal Improvement (State)				
Stock, convert. (Coupon)	710,000	6	'63-'66		3d Mortgage	158,000				Free Land, 2d Mortgage				
Atlantic and St. Lawrence:					Income	250,500				Fox River Valley:				
Dollar Bonds (Coupon)	988,000	6	1866		Tunnel Right	1,000,000				1st Mortgage	400,000	†		
Sterling Bonds (Coupon)	484,000	6	1878		Cleveland and Mahoning:					2d Mortgage	180,000			
City of Portland Loan (Coup.)	1,500,000	6	'68-'70		1st Mortgage	694,500				Galena and Chicago Union:				
Baltimore and Ohio:					2d Mortgage	469,000				Litchfield	52,015	7	1859	
Maryland Sterling	3,000,000	5			3d Mortgage	38,800				1st Mortgage (S. F.)	1,993,000	7	'62-'68	94
Mortgage Coupon	2,500,000	6	1885	84	Clev., Painesville and Ashtabula:					2d Mortgage (S. F.)	1,738,000	7	1875	89
" " "	700,000	6	1880	87	1st Mortgage	564,000	7	1861	98	Galveston, Houston and Henderson:				
" " "	1,128,500	6	1875	90	2d Mortgage	303,000	7	1862						
" " "	1,000,000	6	1867	94	Special (Sunbury and Erie)	500,000	7	1874		*Great Western, Ill.:				
Balt. City Loan	5,000,000	6			Convertible Scrip	300,000	7	1880		1st Mortgage (W. Div. 100 m.)	1,000,000	10		
Bellefontaine and Ind. (1 Jan. '60):					Cleveland and Pittsburgh:					1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7		
1st Mortgage convertible	791,000	7	1866	57	1st Mortgage (Main Line)	800,000	7	1860	70	Old Sang. and Morg. Railroad	41,000			
2d Mortgage	157,000	7	1870		2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60	2d Mortgage	323,000			
Income (1869 and 1870)	104,500	7	var.		3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875		Chattel (Equipment) Mortgage	374,426			
Real Estate (1858, '61, '63, '68)	119,750	7	var.		4th Mort. (M. L.) or 3d Extension	1,154,000				Greenville and Columbia:				
Belvidere Delaware:					Income	118,000				1st Mortgage, Coupon	1,145,000			
1st Mort. (guar. C. and A.)	1,000,000	6	1877		Dividend Bonds and Scrip	491,825								
2d Mortgage	445,500	6			Cleveland and Toledo:					Hannibal and St. Joseph:				
Camd. and Amb. R.R. Co.	244,000	6			Junction 1st Mortgage 1st Div.	377,000	7	1867		Missouri State Loan (1st Lien)	3,000,000	6	20430	
Black River and Utica:					Junction 1st Mortgage 2d Div.	305,000	7	1872	56	Land Security	5,000,000	7		594
1st Mortgage	370,000	7	1869		Junction 2d Mortgage	324,000	7	1862		2d Mortgage (convertible)	757,000	7		
Boston, Concord and Montreal:					Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77	Plain	11,000	7		
1st Mortgage	200,000	6	1870		Tol., Nor. and Clev. 2d Mort.	299,900	7	1863	77	Harrisburg and Lancaster:				
2d Mortgage	300,000	7	1870		Junction Income	61,500	7	1862		New Dollar Bonds	459,872	6	1883	904
3d Mortgage Coupons	150,000	6			C. and T. Income	192,950	7	1863	77	Hartford and New Haven:				
4th Mortgage Coupons	200,000	7			C. and T. Income (convertible)	409,900	7	1864		1st Mortgage	1,000,000	6	1873	97
Sinking Fund	200,000	6			C. and T. Income (convertible)	373,000	7	1864		Hartf'd, Providence and Fishkill:				
Boston and Lowell:					C. and T. Dividend (convert.)	199,735	7	1865						
Mortgage	440,000	6	1873		C. and T. Income (convertible)	129,000	7	1870						
Boston and Worcester:					C. and T. (S. F.) Mortgage	640,000	7	1885	74					
Mortgage (plain)	100,000	6	1860		Junction (Lloyd's)	5,000	7	1862		Houston and Texas Central:				
Mortgage (convertible)	500,000	6	1860		*Cleveland, Zanesville and Cin.:					State (1st Lien) Loan	210,000			
Buffalo and State Line:					*Columbus, Piqua and Indiana:					Mortgage	125,000	7	1866	
1st Mortgage	500,000	7	1866	90						Hudson River:				
Income (½ in '69, ½ in '62)	200,000	7	var.		Columbus and Xenia:					1st Mortgage	4,000,000	7	'69-'70	1044
Unsecured	200,000	7	1864		1st Mortgage	18,000		1859		2d Mortgage	1,980,000	7	1860	1024
Erie and North-East	149,000	7			Dividend (due 1860, '61, '62, '66)	272,700		var.	92	3d Mortgage	1,840,000	7	1875	914
Burlington and Missouri:					Connecticut River:					Convertible	1,002,000	7	1877	77
1st Mort. on 1st Division	590,000				Mortgage (due 1862, '63, '78)	253,000	6	var.		Illinois Central:				
Burlington Loan	75,000				Connecticut and Passump. Rivers:					Optional Right Scrip	65,000	7	1868	604
Cairo and Fulton (Mo.):					1st Mortgage	800,000				Construction	12,885,000	7	1875	91
State (Mo.) Loan	650,000	6	'78-'79		Cumberland Valley:					Construction	4,115,000	6	1875	91
Camden and Amboy:					1st Mortgage					Free Land	3,000,000	7	1860	100
Mortgage	367,000	6	1864	97	1st Mortgage	116,500				Indiana Central:				
Mort. (chgd from Sterl'g)	888,000	5	1864	97	2d Mortgage	97,000				1st Mortgage (convertible)	600,000	7	1866	
Mortgage	800,000	6	1849		Dauphin and Susquehanna:					2d Mortgage	284,500	10		
Mortgage	1,700,000	6	1875	87½						Income	281,500	10		
Sterling (£210,000)	1,008,000	5	1864		Dayton and Michigan (1 Ap. '60):					Indianapolis and Cincinnati:				
Sterling (£225,000)	1,080,000	6	1864		1st Mortgage	300,000	8			1st Mortgage	500,000	7	1866	85
New Loan (1st d. \$337,000)	2,500,000	6	1887		2d Mortgage	2,200,000	8			2d Mortgage	400,000	7		75
Unsecured	800,000	6	1863		Dayton and Western:					Real Estate Mortgage	200,000	7	1858	
*Catawissa, Williamsport and Erie:					1st Mortgage	300,000				Dividend	86,284	7		
1st Mortgage	1,500,000	7	1865	32	2d Mortgage					Income and Domestic	176,000		var.	
2d Mortgage	399,036	7	1886		Delaware:					Ind., Pittsb. and Clev. (1 Jan. '60):				
Chattel Mortgage	380,000	10	1871		1st Mortgage	500,000				1st Mortgage	650,500	7	1870	
Cayuga and Susquehanna:					Guaranteed	65,000				2d Mortgage	314,000	7		
1st Mortgage	300,000	7	1865		State Loan	170,000				Income	27,000	7		
Unsecured	89,000	7	1862		Delaware, Lackawanna and W'n:					Domestic	34,200	7		
Central of Georgia:					1st Mortgage	900,000		1871		Jeffersonville:				
Mortgage	106,267	7	1863		1st Mortgage (E. Extension)	1,500,000		1875	95½	1st Mortgage	280,000			
Central of New Jersey:					2d Mortgage	2,600,000		1881	95	2d Mortgage	392,000			
1st Mortgage	1,500,000	7	var.	105	Income (due 1862, '65 and '67)	1,263,170		var.	87½	*Kennebec and Portland:				
2d Mortgage	1,500,000	7	1875		Detroit and Milwaukee:					1st Mortgage (City and Town)	800,000	6	1870	
Income	375,000	7	var.		1st Mortgage (convertible)	2,500,000	7	1875		2d Mortgage	280,000	6	1861	
*Central Ohio:					2d Mortgage	1,000,000	8	1866		3d Mortgage	250,000	6	1862	
1st Mortgage	450,000	7	1861	35	3d Mortgage (convertible)	750,000	10	1863		*Kentucky Centr. (Cov. and Lex.):				
2d Mortgage	800,000	7	1864	35	4th Mortgage (G. W. R. R.)	500,000	8			1st Mortgage	160,000	6		
3d Mortgage	800,000	7	1865		Dubuque and Pacific:					1st Mortgage	200,000	7		
3d Mortgage (S. F.)	950,000	7	1885		New Construction	800,000	†			2d Mortgage (convertible)	1,000,000	7		
4th Mortgage (S. F.)	1,365,800	7	1876		Dubuque Western:					3d Mortgage	600,000	7		
Income (1858, '69 and '60)	1,172,200	7	var.		1st Mortgage	344,000	†			Guaranteed by Covington	200,000	6		
Income (1st d. Musk. King Co.)	100,000	7	1862		Eastern (Mass.):					Cincinnati (exchanged)	100,000	6		
Charleston and Savannah:					Income (due \$75,000 annually)	525,000	6	var.		Income (issued 1854)	400,000	10	1859	
1st Mortgage (endorsed)	510,000	6			2d Mortgage (convertible)	710,000	5	1862		Income (issued 1855)	210,000	6	1860	
2d Mortgage	1,000,000	7			3d Mortgage (convertible)	445,000	6	1874	98	Kent'ky Centr. (Lex. and Danv.):				
Cheshire:					1st M. (State) \$75,000 a year after '65	500,000	5	var.						
Mort. (1860, '63, '75 and '77)	788,400	7	var.		East Tennessee and Georgia:					Keokuk, Ft. D. Moines and Minn.:				
Chicago, Burlington & Quincy:					State, 1st Mortgage	970,000				City of Keokuk, 20 years	400,000	8		
Consolidated 1st Mort.	1,000,000	8	1883	95	Endorsed by State of Tennessee	150,000				City of Keokuk, (special tax)	150,000	10		
Chic. and Aur. 1st Mort.	405,000	7	1867		Mortgage (ordinary)	790,688				Lee County, 20 years	150,000	8		
Chic. and Aur. 2d M. (S. F.)	303,000	7	1869		East Tennessee and Virginia:					Keokuk, Mt. Pleasant and Muscat.				
Cent. Mil. Tr. 1st Mort.	300,000	7	1864		State, 1st Lien	1,002,000				Lee County	150,000	8		
Cent. M. T. 2d M. (Conv.)	281,000	8	1868		Endorsed by State of Tennessee	200,000				City of Keokuk	300,000	8		
Chicago, Alton and St. Louis:					1st Mortgage (after State)	100,000				Henry and Louisa Company's	50,000	8		
1st Mortgage					Redeemable in Stock	90,950				Lehigh Valley:				
2d Mortgage										1st Mortgage	1,000,000	6		



## 250

Price.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:					Montgomery and West Point:					Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$903,000	†			Alabama State Loan	\$122,622				State Loan	\$400,000			
2d Mortgage (Eastern Div.)	1,000,000	†			Mortgage (due 1860, '63 and '65)	350,000	6	var.		1st Mortgage	1,055,500	6		81
1st Land Grant (Western Div.)	4,000,000	†	15		Mortgage	450,000	8	1866		2d Mortgage	461,378	8		91
2d Land Grant (Western Div.)	353,500	†	16		Muscougee:					Pacific (Mo.):				
2d Mortgage (whole road)	1,700,000	†			1st Mortgage	249,000	7			State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	†			Nashville and Chattanooga:					State Loan (S. W. Branch)	2,800,000	6		
Unsecured Bonds	1,785,000	†			Mortgage (State endorsed)	1,500,000				Construction	4,500,000	6		
Lexington and Frankfort:					Chat. and Clev. Subsc. (endors.)	150,000				Panama:				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed	24,000				1st Mortgage Sterling	1,250,000	7	1895	100
Little Miami:					*New Albany and Salem:					2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000				Crawfordsville	175,000	7			Convertible	27,000	7		
1st Mortgage	138,000	6	85		1st Mortgage	500,000	10			Pennsylvania:				
2d Mortgage	7,000	6			1st Mortgage	2,235,000	6			1st Mortgage (convertible)	4,905,000	6	1888	100
3d Mortgage	981,000	6			New Haven and Hartford:					2d Mortgage	1,928,000	6	1875	
Long Island:					N. Hav., N. Lond. and Ston'ton:					2d Mortgage Sterling	1,639,840	6	1875	
State Loan (S. F.)	100,000	5	1876		Mortgage	450,000	7			State Works Bonds	7,400,000	5		
1st Mortgage	500,000	6	1870	84	Extension	200,000	6			Pennsylvania Coal Company:				
Louisville and Frankfort:					New Haven and Northampton:					1st Mortgage	600,000	7		
Louisville Loan	174,000				1st Mortgage	500,000		1869		Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
1st Mortgage	248,000				New Jersey:					2d Mortgage (Coupon)	250,200	6	1876	
Louisville and Nashville:					Company's (various)	711,000		var.	103	3d Mortgage (Coupon)	156,600	6	1871	
State (Tenn.), 1st Lien	300,000	6			New London, Willim. and Palmer:					Pensacola and Georgia:				
1st Mortgage	2,000,000				1st Mortgage	500,000	71			State Internal Improvement		7	35 y's	
McMinnville and Manchester:					2d Mortgage	300,000	61			Free Land				
State (Tenn.)	372,000	6			Income (convertible)	152,000	61			Peoria and Oquawka:				
Mortgage	24,000	7			New London City	100,000	61							
Mortgage	10,000	6			N. Ori'n's, Jackson and Gt. North:					Peru and Indianapolis:				
Madison and Indianapolis:					State (Miss.) Loan	155,000								
State (Ind.) Loan					1st Mortgage	3,000,000	8	1886		Petersburg:				
Mortgage					N. Ori'n's, Opelous. and Gt. West:					Mortgage (due 1863 to 1872)	103,000	7	var.	
*Marietta and Cincinnati:					Louisiana State Loan	621,000				Petersburg and Lynchburg (S. Side):				
1st Mortgage (convertible)	2,500,000	71	1868		New Orleans City Loan	1,500,000				State (Va.) Loan (S. F.)	800,000	7	var.	
2d Mortgage	2,000,000	71			1st Mortgage (S. F.)	2,000,000	8	1889		1st Mortgage (1869-70-75)	365,000	6	var.	
3d Mortgage	1,500,000	71			New York Central:					3d Mortgage (1862-70-72)	378,000	6	var.	
Sterling Income	333,000	4			Albany Loan—Alb. and Sch'dy.	127,000	5	1864	104	Special Mortgage (1865-68)	175,000	6	var.	
Domestic	928,617		59-62		State Loan—Sch'dy and Troy	100,000	6	1867		Last Mortgage (1861 to 1869)	133,500	8	var.	
Memphis and Charleston:					State Loan—Rochester and Syr.	77,382	54	1861		Phila., Germant'n and Norrist'n:				
State (Tenn.) Loan	1,100,000	6			State Loan—Buffalo and Roch.	55,300	54	1865		Consolidated Loan	274,800			
1st Mortgage	1,000,000	7	1880		State Loan—Roch., L. and N. F.	298,000	7	1861		Loan of 1842	100,000			
Memphis, Clarkesv. and Louisv.:					Stock Subscription	785,000	6	1883	91	Philadelphia and Reading:				
State (Tenn.) Loan	910,000	6			Premium Consolidated Stock	8,000,000	6	1883	91	Mortgage	705,000	5	1860	90
Memphis and Ohio:					Real Estate	221,000	6	1883		Mortgage	1,572,500	6	1860	90
State (Tenn.) Loan	1,340,000	6			New Convertible	3,000,000	7	1864	104	Mortgage (convertible)	886,000	6	1860	90
Michigan Central:					*New York and Erie:					Mortgage (convertible)	134,000	6	1860	90
1st Mortgage Sterling	467,489	6			1st Mortgage	3,000,000	7	1867	100	Mortgage (convertible)	3,209,600	6	1870	80
1st Mortgage (convertible)	500,000	8		96	2d Mortgage	4,000,000	7	1859	96	Mortgage (convertible)	3,586,500	6	1866	75
Unconvertible	258,000	8			3d Mortgage (convertible)	6,000,000	7	1871	77	Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72
1st Mortgage (convert.) Dollar	3,831,000	8			4th Mortgage (convertible)	3,729,000	7	1880	66	Real Estate Mortgage	516,450		var.	
1st Mortgage (S. F.), convertible	3,087,000	8		95	5th Mortgage	1,277,000	7	1883	85	Phila., Wilmington and Baltimore:				
Mich. Southern and N'n Indiana:					Unsecured (convertible)	2,618,000	7	1871	29	Mortgage Loan	688,929	6	1860	
Michigan Southern	998,000	7	1857		Unsecured (convertible)	2,443,000	7	1862	29	Mortgage Loan	1,086,500	6	1884	
Northern Indiana	985,000	7	1861	75	Sinking Fund	2,193,000	7	1876	49	Improvement	119,000	6	1863	
Erie and Kalamazoo	300,000	1	1862		New York and Harlem:					Pittsburg and Connellsville:				
Michigan Southern	259,000	1	1863		1st Mortgage	3,000,000	7	1873	60	Pittsburg Loan	500,000			
Northern Indiana	299,000	1	1863		2d Mortgage	1,000,000	7	1864	97	Allegheny Co. Loan	750,000			
Jackson Branch	305,000	1	1865		3d Mortgage	1,000,000	7	1867	79	Connellsville Loan	100,000			
Goshawk Air Line	1,335,000	1	1868		New York and New Haven:					McKeesport Loan	100,000			
Detroit and Toledo	336,000	1	1874		1st Mortgage	311,000	7	1860		Cumberland Loan	1,000,000			
General Mortgage (S. F.)	2,458,000	1	1885		1st Mortgage	664,000	6	1866	96	*Pittsburg, Ft. Wayne and Chicago:				
2d Mortgage	2,175,000	1	1877	48	1st Mortgage	930,000	6	1875		1st Mortgage (O. and P.)	1,000,000		1865	
*Milwaukee and Beloit:					N. York, Providence and Boston:					2d Mortgage (O. and P.)	750,000		1866	
1st Mortgage	630,000	8			1st Mortgage	331,000	6			Income (O. and P.)	1,991,000		1873	45
Milwaukee and Chicago:					North Carolina:					Bridge (O. and P.)	199,500			
1st Mortgage	400,000	8			State Loan	2,000,000	6			1st Mortgage (O. and L.)	1,000,000		1872	
2d Mortgage	200,000	7			State Loan	1,000,000	6			2d Mortgage (O. and L.)	330,000		1873	
*Milwaukee and Horicon:					North-Eastern (S. C.):					1st Mortgage (F. W. and Chic.)	1,250,000		1873	
1st Mortgage	420,000	8			1st Mortgage	700,000				Real Estate (F. W. and Chic.)	498,000		1874	
2d Mortgage	600,000	8			2d Mortgage	224,500				Mortgage, Consolidated Comp'y	1,229,000		1887	
Farm Mortgage	150,000	10			Real Estate	35,910				Pittsburg and Stenbenville:				
Milwaukee and Mississippi:					Northern Central:					Mortgage	800,000	†	1865	
1st Mortgage (convertible)	74,000	10	1861		Balt. and Susq. R. R. (Coupons)	150,000	6	1866		Platte County:				
1st Mortgage (convertible)	526,000	8	1862		Md. State Loan (B. and Susq.)	150,000	6			State (Mo.) Loan	300,000	6	879	
1st Mortgage (convertible)	650,000	8	1863		York and Cumberland 1st Mort.	175,000	6	1870		Potomac and Watertown:				
1st Mortgage (convertible)	1,250,000	8	1877		York and Cumberland 2d Mort.	25,000	6	1871		1st Mortgage	800,000	71	64-74	
South-West Branch	350,000	8	1868		York and C. guar. by Baltimore	500,000	6	1877		Quincy and Chicago:				
2d Mortgage	600,000	10	1862	35	N. C. Contract	292,300	6	1875		1st Mortgage	1,200,000		1873	
Construction	500,000	7	1859		Construction	1,903,500	6	1885		Racine and Mississippi:				
3d Mortgage	500,000	8	1862		Northern (Ogdensburg):					1st Mortgage (Eastern Division)	680,000	†		
Mississippi Central:					2d Mortgage	3,077,000	71	1861		1st Mortgage (Western Division)	757,000	†		
1st Mortgage	1,007,363	7			North Missouri:					Coupon	100,000		1862	
Income	91,200	10			State Loan	2,000,000	6			Rensselaer and Saratoga:				
Tennessee State	45,000	6			State Loan	2,000,000	6			1st Mortgage		7	1863	
Mississippi Central and Tenn.:					State Loan	350,000	6			Richmond and Danville:				
State (Tenn.) Loan	529,000	6			North Pennsylvania:					State (Va.) Loan	600,000			
Income	95,500				Mortgage	2,500,000				Guaranteed by State	200,000		1875	91
Mississippi and Missouri:					Chattel Mortgage	214,500	10		68	Mortgage (Coupon)	250,000		1859	
1st Mortgage (convertible)	1,000,000	7			Northern (N. H.):					Registered	150,000		1860	
2d Mortgage (S. F.)	400,000	8			Mortgage (due 1860, '64 and '74)	219,500		var.		Richmond, Fred. and Potomac:				
Oskaloosa Division	1,425,000	7			Norwich and Worcester:					Sterling (£267,000)	324,000		1860	
Land Grant	7,000,000	7			Mass. State Loan	400,000	6	1877		Convertible	54,500		1875	
Mississippi and Tennessee:					Mortgage	205,800	6	1860		Dividend Certificates	35,800		1857	
Tennessee State Loan	98,000	6	1885		Mortgage	16,000	7	1860		Dividend Certificates	265,809		1860	
Mississippi State Loan	202,799	6			Dividend Scrip and Bonds	102,330	6	var.		Richmond and Petersburg:				
1st Mortgage	171,000	7	1876		Ohio and Mississippi (O. and Ind.):					Coupon	159,000		1875	
Mobile and Ohio:					1st Mortgage	2,193,500	†	1858		*Rutland and Burlington:				
City (Mobile) Tax Loan	400,000	6			2d Mortgage	316,995	†			1st Mortgage	1,800,000			
Tennessee State Loan	674,860	6			Construction	4,637,920	†	1858	50	2d Mortgage	913,500			
Alabama State Loan	389,410	6			Income	3,601,186	†	1858		3d Mortgage	420,400			
Income	759,415	8	1861		Ohio and Mississippi (Ill.):					Sacramento Valley:				
Income	354,723	8	1862							1st Mortgage	400,000			
Income	375,132	8	1865							2d Mortgage	854,000			
Income	18,700	8	1867											
Sterling	878,035	6	1883											
Mississippi State Loan	200,970	6												

## AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
<b>Sandusky, Dayton and Cincinnati:</b>				
Mortgage	182,000	10	1856	---
Mortgage	997,000	7	1866	---
Mortgage	1,000,000	7	1876	---
Dividend	224,000	6	'00-'02	---
<b>Sandusky, Mansfield and Newark:</b>				
1st Mortgage	1,200,000	1	---	---
<b>Saratoga and Whitehall:</b>				
1st Mortgage	250,000	7 1/2	1858	---
1st Mortgage (R. and W. Br.)	100,000	7 1/2	1856	---
Unsecured	45,000	7 1/2	1858	---
<b>Seaboard and Roanoke:</b>				
1st Mortgage	300,000	---	1860	---
3d Mortgage	75,000	---	1870	---
4th Mortgage	60,000	---	1856	---
<b>South Carolina:</b>				
State Loan	200,000	5	1868	---
Sterling	185,333	6	1863	---
Sterling	200,000	6	1866	---
Auditor's	246,500	7	---	---
<b>Southern Mississippi:</b>				
1st Mortgage	500,000	---	---	---
<b>South-Western (Ga.):</b>				
1st Mortgage	631,000	---	1875	---
<b>*Springfield, Mt. Vern. and Pittsb.:</b>				
1st Mortgage	500,000	---	---	---
2d Mortgage	450,000	---	---	---
<b>*Stonewall and Ind. (P. O. and C.):</b>				
1st Mortgage	1,500,000	---	---	---
2d Mortgage	900,000	---	---	---
<b>*St. Louis, Alton and Chicago:</b>				
1st Mortgage	2,000,000	7 1/2	---	---
2d Mortgage	1,535,000	7 1/2	---	---
3d Mortgage (Income)	1,000,000	10 1/2	---	---
<b>St. Louis and Iron Mountain:</b>				
State (Mo.) Aid	2,501,000	---	---	---
St. Louis City Subscription	500,000	---	---	---
St. Louis County Subscription	1,000,000	---	---	---
Carondelet Subscription	50,000	---	---	---
<b>Sunbury and Erie</b>				
Mortgage	1,000,000	7	---	---
Mortgage	7,000,000	5	---	---
<b>Syracuse, Binghamton and N. Y.:</b>				
<b>Terre Haute, Alton and St. Louis:</b>				
1st Mortgage (convertible)	1,000,000	7 1/2	'02-'72	50
2d Mortgage (convertible)	2,000,000	7 1/2	'68-'70	36
1st Mortgage (Bel. and Ill.)	517,000	7 1/2	1873	---
2d Mortgage (Bel. and Ill.)	494,000	7 1/2	1869	---
3d Mortgage (Bel. and Ill.)	503,000	10 1/2	1874	---
<b>Tennessee and Alabama:</b>				
State (Tenn.) Loan	814,000	---	---	---
Mortgage	46,000	---	---	---
<b>Terre Haute and Richmond:</b>				
1st Mortgage (convertible)	230,000	7	1866	---
<b>Toledo, Wabash and Western:</b>				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7 1/2	1865	---
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7 1/2	1869	---
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7 1/2	1891	---
Real Estate (L. Er., W. and St. L.)	300,000	7 1/2	1861	---
1st Mortgage (Toledo and Ill.)	900,000	7 1/2	1865	---
2d Mortgage (Toledo and Ill.)	800,000	7 1/2	1865	---
3d Mortgage (Toledo and Ill.)	600,000	7 1/2	1865	---
<b>*Vermont Central:</b>				
1st Mortgage	---	---	---	16 1/2
2d Mortgage	---	---	---	1 1/2
<b>Virginia Central:</b>				
Mort. guaranteed by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82 1/2
Mortgage (coupons)	941,000	6	1884	---
Dividend, due 1865, '66 and '75	238,346	6	var.	---
Income (1869 to 1863)	168,382	7	var.	---
<b>Virginia and Tennessee:</b>				
State (Va.) Loan	1,000,000	6	1887	---
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82 1/2
2d or Enlarged	1,000,000	6	1884	80
Balt Works Br. Mort. due '58-'61	203,000	6	var.	---
3d Mortgage (Income)	431,000	6	1865	83
<b>Warren (N. J.):</b>				
1st Mortgage	568,500	---	1875	---
<b>Watertown and Rome:</b>				
Mortgage (new bonds)	800,000	7	1880	---
<b>Western (Mass.):</b>				
Sterling (\$899,000)	4,319,520	5	'68-'71	---
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	---
<b>*Western Vermont:</b>				
1st Mortgage	700,000	---	1861	---
<b>Williamsport and Elmira:</b>				
1st Mortgage	1,000,000	7	1890	---
<b>Wilmington and Manchester:</b>				
1st Mortgage	598,000	---	---	---
2d Mortgage	1,000,000	---	---	---
Income	177,000	---	---	---
<b>Wilmington, payable in England:</b>				
Mortgage, issued in 1858	443,555	---	---	---
Sterling, issued in 1858	144,500	---	---	---
Company's, endorsed by State	303,500	---	---	---
<b>Winchester and Putnam:</b>				
Mortgage	120,000	6	1867	---
<b>York and Cumberland:</b>				
1st Mortgage	800,000	---	---	---

## New York Stock Exchange.

Selling Prices for the week ending June 13, 1860.

Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13.

<b>FEDERAL STOCKS:</b>					
U. S. 5s, 1874	104 1/2	104 1/2	105	---	---
U. S. 5s, 1865	102 1/2	102 1/2	102 1/2	---	---
<b>STATE STOCKS:</b>					
California 7s	---	---	---	93 1/2	---
Georgia 6s	---	---	105	---	---
Illinois 5s	---	---	---	---	---
Indiana 5s	---	---	---	---	---
" 2 1/2s	---	61	62	---	---
Kentucky 6s	---	---	---	---	---
Louisiana 6s	98	---	---	---	---
Maryland 6s	---	---	---	---	---
Michigan 6s	---	---	---	---	---
Minnesota 8s	---	---	---	---	---
Missouri 6s	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
New York 6s, 1874	---	---	---	---	---
" 6s, 1865	---	---	---	---	---
North Carolina 6s	98 1/2	99	---	98 1/2	---
Ohio 6s, 1860	---	---	---	---	---
Tennessee 6s, 1890	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Virginia 6s	93 1/2	93 1/2	93	93 1/2	93 1/2
<b>RAILROAD SHARES:</b>					
Brooklyn City	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
Chicago, Burl. and Q.	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
Chicago and Rock Isl.	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2
Clev., Painesv. & Ashl.	10	10	30	30	30
Clev. and Pittsburg	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
Clev. and Toledo	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
Del., Lack. and West.	92 1/2	94	95	96	96 1/2
Galena and Chicago	64 1/2	64 1/2	63 1/2	63 1/2	62 1/2
Hudson River	48 1/2	48 1/2	48 1/2	48 1/2	48
Illinois Central	63 1/2	63 1/2	63 1/2	62 1/2	62 1/2
Indianapolis and Cinc.	---	---	---	---	---
Michigan Central	52 1/2	52 1/2	52 1/2	52 1/2	52
M. S. and N. I. guard	24 1/2	24 1/2	24 1/2	24 1/2	24
M. S. and N. I.	12 1/2	12 1/2	12 1/2	12 1/2	11 1/2
Milwaukee and Mies.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
New Jersey Central	120	120	120	119 1/2	119 1/2
New York Central	82 1/2	82 1/2	82 1/2	81 1/2	81 1/2
New York and Erie	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
N. York and Harlem	12 1/2	12 1/2	12 1/2	12 1/2	12
N. Y. and H. "pref."	39 1/2	39 1/2	39 1/2	39 1/2	38 1/2
Panama	134 1/2	134 1/2	134 1/2	134 1/2	134
Phila. and Reading	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
<b>RAILROAD BONDS:</b>					
Chic. and N.W. 1st M.	---	50	---	---	---
" " S. F.	80	---	---	---	---
Cl. & Tol. S.F. 7 p.c. '85	73 1/2	---	---	73	---
D.L. & W. 1M. 8 p.c. '71-5	61	---	---	---	---
" 2M. 8 p.c. '81	---	96	---	---	---
Gal. and Ch. 1M. 8 p.c. '63	---	---	---	---	---
" 2M. 8 p.c. '75	92	---	92	---	---
Hann. & St. J. 1 M. 8s	72 1/2	---	---	---	---
Hudson R. 1M. 7 p.c. '69	107	---	---	---	---
" 2M. 7 p.c. '60/103	---	103 1/2	---	103 1/2	---
" 3M. 7 p.c. '75	91	92	91	91	---
Illinois Centr. 7 p.c. '75	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
" 6 p.c. '75	91	91 1/2	---	---	---
Mich. Cen. S.F. 8 p.c. '82	---	---	98	---	---
" conv. 8 p.c. '69	---	---	---	---	---
M.S. & N.I. 1 M. 7 p.c. '85	---	---	48	48	---
" 2 M. 8 p.c. '77	---	---	---	---	---
" S. F. '85	---	---	---	---	---
N. J. Central 1st M.	---	---	---	---	---
N. Y. C. 6 p.c. cert. '83	93 1/2	---	---	---	---
" 1 M. 7 p.c. '64	---	104	---	---	---
N.Y. & E. 1 M. 7 p.c. '67	100	100	100	100	100
" 2 M. 7 p.c. '59	---	88 1/2	89 1/2	88 1/2	96
" 3 M. 7 p.c. '71 88	---	65	66 1/2	---	---
" 4 M. 7 p.c. '80	---	59 1/2	60	---	---
" 5 M. 7 p.c. '83	---	---	---	---	---
" conv. 7 p.c. '62	46	---	---	---	---
" 7 p.c. '71	---	---	---	---	---
" S. F. '75	46	46	---	---	---
N.Y. & H. 1 M. 7 p.c. '73	---	99 1/2	---	---	---
" 2 M. 7 p.c. '64	---	98	---	---	---
" 3 M. 7 p.c. '67	85	---	---	---	---
Penn. 1M. 7 p.c. conv. '88	---	---	---	---	---
" 2 M. 6 p.c. at '75	---	---	---	---	---
Ph. and Read. 6 p.c. '60	---	---	---	---	---
" 6 p.c. '70	---	---	---	---	---
T. H. and A. 1M. 8s '72	---	---	---	---	---
" 2M. 8s '70	42	43	43	---	43
<b>BANK AND INSURANCE STOCK:</b>					
Am. Exchange Bank	100 1/2	100 1/2	100 1/2	---	---
Am. Exchange Insur.	---	---	---	---	---
Atl. Mut. Mar. Insur.	---	---	---	---	---
Continental Insurance	102 1/2	---	---	---	---
Continental Bank	103	---	---	---	---
Corn Exchange Bank	---	102 1/2	103	103	---
Commerce, Bank of	---	---	---	---	---
Hope (Fire) Insur.	---	---	---	---	---
Marine Bank	---	---	---	---	---
Merch. Exch. Bank	104	104	---	---	---
Mercantile (Mar.) Ins.	104	---	---	---	---
N. Y. (F. & M.) Insur.	---	---	---	---	---
Nassau Bank	---	---	---	---	---
National Bank	---	---	---	---	---
Republic, Bk of the	---	---	---	---	---
Shoe and Leather Bk	---	---	---	---	---
<b>MISCELLANEOUS:</b>					
Del. and Hud. C. Co.	---	97	---	97	---
Omberland Coal Co.	13 1/2	14	13 1/2	---	---
Penn. Coal Co.	---	---	86 1/2	86	---
Pacific Mail S. S. Co.	98 1/2	92	92 1/2	92 1/2	91 1/2
Ontario	90 1/2	90 1/2	91	91	90 1/2
Brooklyn Water W.	---	100 1/2	104	---	---

The following are the closing prices in the London Market on the 2d June:

United States 5 p. c. red. '74	94 1/2	to	95
Illinois Central 6 p. c. red. 1875	77	to	79
Do. 7 p. c. red. 1875	80	to	82
Do. do. Fr. L'd red. '60	91	to	92
Do. \$100 shares, \$60 p'd	44	to	45
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	84	to	86
Do. do. 1st mortgage	---	---	---
(sinking fund), 1882	84	to	86
Do. \$100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct.	---	---	---
(sinking fund) 1885	61	to	63
Do. \$100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	93	to	95
Do. 7 per cent. (sinking f.) 1876	94	to	96
Do. \$100 shares	71	to	73
New York and Erie 1st mortgage 7 per cent. 1867	89	to	90
Do. 2d mortgage, 1869	86	to	88
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	45	to	48
Do. Shares, assented	19	to	19 1/2
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. \$50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. \$50 shares	18	to	22

## American Railroad Journal.

Saturday, June 16, 1860.

## New York and Erie Railroad.

A decree of sale of this road under the 5th mortgage, in pursuance of the plan of re-organization, has been obtained. There appears to be no obstacle to its being carried out. The Second mortgage bonds are still unadjusted, but no serious trouble is anticipated from the action of their holders. These bonds are worth nearly par. If they could be converted into 3d, which in this case would become Second mortgage bonds, the latter, we are confident, would command a premium. Is there not some way of bridging over the space between these two securities, and save the company from any loss by the process?

## Railroads in Minnesota.

The two railroads that had made the most progress in this State, the Minnesota and Pacific and the Transit, are about to be sold on behalf of the State for non-compliance with the conditions annexed to the grants of land made them.



the State bonds be sold at any price, for the very good reason that no adequate provision was made for the payment of their interest. Had this been done, the two roads, instead of being brought to the hammer, would at this time have been in active operation.

#### Alarm Whistle Indicators.

The SPEAKING PIPE is fast coming into general use. Scarcely a building has been constructed of late years without the insertion of one or more of them therein. For hotels, factories, store-houses, offices, etc., they are indispensable; and no private dwelling can be said to have all the "modern improvements" unless the SPEAKING PIPE has been also included. They are far preferable to bells, which require to be answered in person; whereas a query propounded through the pipe can be replied to immediately through the same channel. The great difficulty heretofore has been to make the voice heard beyond a certain limit, and often a bell was required in connection with the pipe to call attention to it. Now, however, since the introduction of the ALARM WHISTLE, the necessity for the bell is entirely precluded, as the whistle can be heard to the most remote corner of the largest room. We give elsewhere the advertisement of the manufacturer, accompanied by a representation of the entire apparatus. They are usually affixed to both ends of the pipe. The whistle is within the box, held firmly against the inner edge of the mouth-piece by a spring attached to the lower end of the crank, of which a view is given. In using, the crank should be turned back by the thumb, carrying with it the whistle; the alarm is then sounded by blowing (through the pipe) the whistle at the other end. In conversation, both ends require to be open. We have them in use both in our offices and at home, and of all the modern improvements, we find this the most useful.

#### Marietta and Cincinnati Railroad.

The trustees for the bondholders of this road, consisting of Messrs. Noah L. Wilson, Wm. F. Roelofson, E. W. Fernie, David Gibson, Thomas W. Powell and J. J. Heseltine, took formal possession of this road on the 8th inst. Mr. Wilson was elected Chairman, and Mr. Roelofson Secretary. Orland Smith, Esq., the late Receiver, has been appointed Agent and Superintendent. He immediately issued a circular to the employees under the previous organization, continuing each in his position, at the same salary, until further orders.

#### Lexington and Southern Kentucky R. R.

This new company has been organized by the election of CHARLES CALDWELL, President, *pro tem.*, Wm. J. MOBERLY, Secretary, and A. G. GOWER, Superintendent and Engineer. The early completion of the road to the Kentucky river, to which point it is already graded from Nicholasville, will insure its rapid construction to Danville via Harrodsburg.

#### Bethlehem Rolling Mills.

At the last session of the Pennsylvania Legislature a supplement to a law of 1857 was passed, incorporating "The Bethlehem Rolling Mill and Iron Company," to be located at Bethlehem. Within a few days a subscription to the stock was opened, and has already been filled by capitalists in that region and in Philadelphia, to within some twenty thousand dollars of the required amount.

#### Kentucky Central Railroad.

A meeting of the directors of this road was held at Danville, Ky., on the 6th, where they were met by a committee of citizens of Boyle and adjoining counties, for the purpose of discussing the question of an extension of road. No definite action was taken, but a comparison of views and propositions gave much confidence in the ultimate completion of the work.

It is understood that a number of the citizens of Danville, have determined to take stock in the road, and active measures will be taken to raise the amount required for its completion.

#### New York Machinery Depot.

In another column will be found the advertisement of Messrs. STEVENS, BROTHER & Co., of their establishment at 222 Pearl street, New York, at which they have an extensive assortment of machinery of all kinds, embracing Stationary and Portable Steam Engines, Lathes, Planes, Drills, Belting, Woodworth's Planing Machines. Also Dick's Celebrated Anti-Friction Shears, Presses and Punches. Dick's Press enjoys the reputation of being the most convenient, easily handled and powerful presses ever constructed, and is rapidly superseding all other kinds. It has only to be seen to carry conviction as to its value. At the Messrs. STEVENS establishment, railroad companies and parties wanting machinery of any kind can be promptly supplied.

We invite attention to the Advertisement in another column of R. T. EDWARDS, Esq., by reference to which it will be seen that he has for sale Wrought Iron and Cast Iron Pipe, and connections for Steam, Gas and Water purposes. Also Tools of every description connected with the trade. Lightning Rods and Fixtures of all the various kinds, constantly on hand at manufacturers prices. Address R. T. Edwards, Esq., 261 Pearl St., New York.

#### Mississippi and Missouri Railroad.

This Company held its annual meeting in Davenport, on the 4th. The officers elected were:  
President—Hon. J. A. Dix, of New York.  
Treasurer—F. H. Tows, of New York.  
Secretary—Hiram Price, of Davenport.

The old Board of Directors was elected, and Hon. J. B. Grinnell, of Grinnell, Iowa, was added to the Board, which embraces Hon. N. B. Judd and W. B. Ogden, of Chicago.

This road is now progressing westward, through the energy of Mr. Durant, of New York, the contractor, who will soon have thirty miles of track laid west of Iowa City.

#### Peoria and Bureau Valley Railroad.

The stockholders of the Peoria and Bureau Valley Railroad Company held their annual meeting on the 8th inst., and elected the following directors for the ensuing year:—N. B. Judd, H. Farnham, Chicago; T. C. Durant, Clark Durant, New York City; John Hamlin, Peoria; F. Tows, New York City. Hon. N. B. Judd, of Chicago, was re-elected President, and all the old officers were also re-elected.

#### Sunbury and Erie Railroad.

It is understood that the Sunbury and Erie Railroad Company will run their own road from Sunbury to Whetam, a distance of eighty-three miles, on and after the first day of July next, when they will have one hundred and forty-nine miles in operation.

#### Lake Ontario and Hudson River Railroad.

The Lake Ontario and Hudson River Railroad was sold in the village of Saratoga, on the 11th inst., by a decree of the Court, on foreclosure, for \$5,000. The purchase includes the road-bed from Greenfield, in Saratoga County, to Sacketts' Harbor, with the franchise and charter. The referee will proceed to sell the lands belonging to the company, aside from their road-bed, forthwith. We presume that a new company will be immediately organized on the ruins of the old. The expenditures that have been made on the line of this road, which are considerable, will enure to the benefit of the new parties.

#### Pilot Knob, Cape Girardeau and Belmont Railroad.

The people of Cape Girardeau are agitating the question of extending the Iron Mountain Railroad from Pilot Knob through Cape Girardeau to Belmont, opposite Columbus, Ky., there to unite with the Mobile and Ohio road, and, through it, with the entire scheme of Southern roads. They are heartily seconded by the citizens of Columbus, and we observe that a Convention of the friends of the project is called to meet at Cape Girardeau on the 27th of June.—*St. Louis News.*

#### Hudson River Railroad.

At an election for directors of this road held on the 11th inst., the following gentlemen were chosen: Samuel Sloan, James Boorman, John David Wolfe, Edward Jones, William Kelly, D. Thomas Vail, Erastus Corning, Wm. H. Hays, Robert P. Getty, Henry A. Smythe, J. B. Johnston, E. H. Miller, Moses H. Grinnell. At a subsequent meeting, Samuel Sloan was re-elected President and D. Thomas Vail, Vice-President.

#### Terre Haute, Alton and St. Louis Railroad.

At a recent meeting of the stockholders of this road, held at Mattoon, Ill., the following Board of Directors were elected: Wm. D. Griswold, Terre Haute, Ind.; Robert Smith, Nathaniel Hanson, Alton, Ill.; Anthony Thornton, Shelbyville, Ill.; R. B. Sutherland, Dudley, Ill.; T. A. Marshall, Charleston, Ill.; J. P. Usher, Terre Haute, Ind.; John Stryker, Rome, N. Y.; Chas. Butler, New York City; Willis Phelps, James Barnes, C. Rice, Springfield, Mass.; L. P. Sanger, St. Louis.

#### New York Central Railroad.

The earnings of this road for 8 months of the present fiscal year, are \$4,351,461 against 3,926,147 for 1859, showing an increase of \$425,314. The rate of increase has been about 11 per cent. A similar rate for the year would give a total increase of about \$700,000, which is equal to nearly 3 per cent. on the capital stock of the company. The rapid recovery in the earnings of the road would seem to render certain the continuance of fair dividends. The rate paid the past year was 7 per cent.—the amount being \$1,679,782. The total earnings of the present year will be about \$7,000,000.

#### Galena and Chicago Railroad.

The following gentlemen have been elected directors of this road, viz: W. L. Newberry, W. H. Brown, John Wentworth, O. Lunt, F. Mosely, J. McCord, Jonathan Burr, F. K. Rogers, Chicago; Wm. Larned, New York City; D. A. Knowlton, Westfield, N. Y.; W. H. Ferry, Utica, N. Y.; Thos. Robinson, Rockford, Ill.; Charles S. Hempstead, Galena, Ill. The Board of Directors subsequently met, and re-elected W. L. Newberry, President, and W. H. Brown, Vice-President.

**Chartiers Valley and Pittsburg and Steubenville Railroads.**

We observe, by proceedings of meetings held at Mansfield and Bridgeville, that the people along the lines of the Chartiers Valley and Pittsburg and Steubenville Railroads are making a movement in the right direction to insure an early commencement and completion of these valuable improvements, by relinquishing all claims for rights of way, lands and damages. To the citizens on the south side of the river, these roads will be of immense benefit in affording them facilities for coming to the city, and for the transportation of the products of their farms, their coal, stock, &c. We have always felt that, were we the owner of property, we would afford every possible facility to improvements of this sort. What is the value of a few acres of land, occupied by a railroad, in comparison to the many advantages that the propertyholder along the line derives from its use? Familiar as we are with the character, quality, and location of lands on the south side of the Monongahela, we should not be at all surprised to see both these lines of road dotted with country seats, villages, and hamlets, from one end to the other. An hour's ride will carry the resident of Washington to Pittsburg, and an hour and a quarter will bring the citizen of Steubenville here—intermediate travel in proportionate time. We are informed by those who have taken the trouble to inquire, that were this question of right of way, &c., properly adjusted, the work on both these lines would, in all probability, be speedily commenced; without the settlement of this vexed question, it is difficult to say when, if ever, anything will be done on these important works.—*Pittsburg Dispatch.*

**Mississippi, Memphis and Missouri Railroad.**

We learn from a communication the prospects of this road are flattering. It commences at Canton, Missouri, on the Missouri River, and runs through the northern tier of counties *via* Memphis in that State, and making its western terminus at Council Bluffs. The enterprise was projected but a few months since, but we learn that several miles of the road, including the roughest and heaviest work, from the river bottom to the table land, are graded, the heaviest bridge of the first section completed, and thousands of ties laid along the line ready for the track. It is intended to prosecute the grading through the prairie at the rate of a mile a day, and it is the intention of the Company to complete and stock the road for running, as far as Memphis, fifty miles from Canton, by the first of January next.—*Cin. Com.*

**Iron for the St. Joseph and Marysville Road.**

The steamer St. Cloud has arrived, with five hundred and sixty tons of railroad iron, being a part of the purchase made for the above road. The iron will be forwarded by the Hannibal and St. Joseph Railroad immediately, and the work of track-laying will commence by the middle of this week. We have every reason to believe that the negotiations pending for the additional three thousand five hundred tons of iron will be consummated, which will enable the company to extend the track westward from the city a distance of fifty miles.—*Mo. Democrat.*

**Watertown and Rome Railroad.**

At the annual meeting of the stockholders of the Watertown and Rome Railroad Company, held at Watertown on the 6th inst., the following gentlemen were elected Directors of this Company for the ensuing year:

William C. Pierrepont, P. Manor, Philip Dater, Samuel F. Phelps, John P. Yelverton, Marcellus Massey, New York; H. Alexander, Jr., Henry Gray, Springfield, Mass.; David Ulley, Rome; Solon D. Hungerford, Adams; William Lord, Brownville; Calvert Comstock, Albany; Talcott H. Camp, Willard Ives, Watertown.

At a subsequent meeting of the Board, William C. Pierrepont was re-elected President, and B. E. Hagerford, Secretary.

**Transportation from the West.**

The Western Railroads centering at Cincinnati have reduced the through rates from Cincinnati to the four Eastern cities 10c. on Flour, and 5c. on fourth class Freight. The following, then, are the new rates:

	Flour.	4th class.
New York, rail.....	\$ 90	45
New York, rail and water.....	80	40
Boston, rail.....	1 00	50
Boston, rail and water.....	90	45
Philadelphia, rail.....	80	40
Philadelphia, rail and water....	70	35
Baltimore, rail.....	70	35
Baltimore, rail and water.....	60	30

**Chicago and North Western Railroad**

The following gentlemen have been elected directors of this road for the ensuing year: Wm. B. Odgen, Chicago; W. A. Booth, John Maxwell, H. H. Boody, Charles Butler, New York; T. H. Perkins, Boston; Geo. M. Bartholomew, Hartford; M. C. Darling, P. H. Smith, J. J. R. Pease, A. Winslow, L. M. Miller, A. L. Pritchard Wisconsin.

The new Board organized and appointed Wm. B. Odgen, President; Perry H. Smith, Acting President; George L. Dunlap, General Superintendent; Geo. P. Lee, Treasurer, and E. De Witt Robinson, General Ticket Agent. These appointments are all old officers of the road.

**Hackensack Railroad.**

The project of building a railroad between the village of Hackensack and some point on the line of the New York and Erie has been agitated for several years. Last Winter some amendments were obtained to the charter, after which the stock (\$70,000) was subscribed by residents along the line. The work has been let to contractors, who are now energetically at work on different points of the route, and expect to have the grading completed by September next. The road will unite with the Erie near Boiling Spring, about eight miles from Jersey City, proceeding along the base of Berry's Hill, to its terminus, five miles, with a branch to the village of Lodi, one mile in length. There are no large rivers requiring to be bridged, no heavy excavations to be made, or depressions to be filled; the land will cost almost nothing. Hackensack is one of the most attractive villages in the State, with a population approaching two thousand, and growing rapidly. Lodi is principally known for its extensive print works, now employing four hundred operatives. The tonnage to and from that place will form a very important portion of the business of this road. It is expected to be in running order by November, when frequent and cheap trains will be run to and from the Long Dock.

**Dubuque and Pacific Railroad.**

At the annual meeting of the stockholders of this road, recently held at Dubuque, the affairs of the company were found to be in an improved condition. Arrangements are being made to complete the road from its present terminus to Cedar Rapids, a distance of twenty miles. This will take the road to the rich valley of the Cedar, nearly one-third of the distance to the Missouri. It is now finished ten miles west of Independence, and eighty miles west of Dubuque.

**The Rockville Railroad.**

The Board of Directors of the Evansville and Crawfordville Railroad have appointed B. B. Ebbitt, Esq., Chief Engineer of the new line from here to Rockville. Mr. Ebbitt informs us that he is now engaged surveying an air-line route through this county to the edge of Parke. There is no longer any doubt about the completion of the road to Rockville, and we congratulate our citizens on the prospect for another railroad leading into a rich and fertile region of country.—*Terre Haute Journal.*

**Pike County Railroad.**

At the annual election of the stockholders of the Pike County Railroad, held in Griggsville, Ill., on the 4th inst., the following gentlemen were elected Directors for the ensuing year: Maj. Thos. A. Harris, Judge John B. Helm, Geo. W. Shields, T. H. Towner, Wm. T. League, Geo. Wike, Alex. Starne, Jas. McWilliams, O. M. Hatch. Major Thomas A. Harris was elected President, M. S. Ayre, Secretary and Treasurer, and Joseph E. Clough, Chief Engineer. We learn that the work is progressing finely, and that the grading, masonry and bridging will be completed from the Illinois river to the Mississippi river in sixty days.—*St. Louis News.*

**\$500,000** EIGHT PER CENT. LAND GRANT MORTGAGE BONDS OF THE TEXAS AND NEW ORLEANS RAILROAD COMPANY (Texas Division), secured by a mortgage upon one hundred and six (106) miles of railroad and its appurtenances, of the estimated cost of \$2,920,000, and upon seven hundred and sixty-eight thousand (768,000) acres of valuable land, are now offered to the public as one of the most desirable and reliable securities at present upon the market.

**THIS ROAD**

is the Texas Division of the great trunk line which, within twelve to eighteen months, will connect Houston, Galveston and every important point in Texas, with New Orleans, and, in communication with the lines running North and already completed, place New York within 90 hours of Houston.

**THE BONDS**

will be redeemable on 1st November, 1878, bear 8 per cent. interest; coupons payable semi-annually, on 1st May and 1st November, in the City of New York.

As additional security for prompt payment of the coupons, pending the completion of the entire road, are mortgaged by special trust-deed, 76,800 acres of land, together with town lots and individually donated lands, at present valued at \$600,000.

Maps, prospectuses, copies of charter, trust deeds, land grants, and every information, may be had upon application to

C. CONGREVE & SON,  
No. 6 Pine st.; or  
E. WHITEHOUSE, SON, & MORRISON,  
1m24 No. 38 William st., Merchants' Exchange.

**NEW YORK MACHINERY DEPOT.**

**STEVENS, BROTHER & CO.,**  
232 PEARL ST., NEW YORK.

MANUFACTURERS and DEALERS in every description of STATIONARY and PORTABLE STEAM ENGINES and BOILERS, WOODWORTH'S PLANERS, and all other WOOD WORKING MACHINES.

**LATHES, PLANERS, DRILLS, LEATHER & RUBBER BELTING, BABBIT AND OTHER COMPOSITION METALS,**  
With all other articles needful in a Machine Shop.

**SOLE MANUFACTURERS OF**

"D. DICK'S" Celebrated Anti-Friction

**Shears, Punches & Presses,**

**HARRIS' PATENT SIFTING MACHINES,**

**JEFFREY'S DOUBLE-ACTING BALL VALVE PUMPS,**

PORTABLE SCALES IN GREAT VARIETY,

And many other valuable Articles.

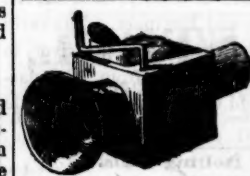
**BALLARD'S PATENT CLAW JACK SCREWS,**

MANUFACTURED AT

No. 7 Eldridge Street, near Division,

**NEW YORK.**

LARGE and small CLAW JACKS for BRIDGES, RAILROAD and BOILER BUILDERS, STONE QUARRIES, and various other kinds, for different purposes.



158  
**William St.**  
NEAR ANN,  
**NEW YORK CITY**

**WM. OSTRANDER,**

SOLE MANUFACTURER OF THE

**Celebrated Patent Alarm Whistles FOR SPEAKING PIPES.**

ALSO MANUFACTURES AND FITS UP

**SPEAKING PIPES at short notice**



## MARKS' PATENT AND IMPROVED ARTIFICIAL LIMBS,



LONG and well known throughout the country for their unrivalled superiority in point of durability, lightness of construction, ease with which they are used, and their adjustability. A Large Silver Medal was awarded them at the Fair of the American Institute, 1876.

**LEGS AND ARMS,  
MADE FROM MEASURES  
And sent to any part of the world.**

**PRINTED BLANKS FOR MEASURES**  
with full directions, always sent on application.

**A. A. MARKS,  
307 Broadway, New York,  
Near City Hospital.**

## NEW YORK SMELTING COMPANY,

WORKS AT STATEN ISLAND, N. Y.  
OFFICE, 51 EXCHANGE PLACE, N. Y.  
**Gold, Silver and Lead Ores.**

THIS COMPANY ARE PREPARED TO PURCHASE OR  
RECEIVE ON CONSIGNMENT the above Ores on as  
favorable terms as can be obtained in this country or in Europe.  
**W. H. McVICKAR, President.**

## TAULMAN'S Railroad Supply Agency,

No. 7 South William Street,  
**NEW YORK,**

FOR THE SALE OF  
**ALL MATERIALS USED  
in Equipment, Repairs & Operating of Railroads,  
Construction of Cars and Manufacturing Purposes.**

Orders for Goods not pertaining to Railroads, solicited  
and promptly executed.  
**W. W. TAULMAN.**

**LEMUEL W. SERRELL,  
SOLICITOR OF  
AMERICAN & FOREIGN PATENTS,  
No. 121 NASSAU ST., NEW YORK.**

**BARD, BROTHERS & CO.,  
MANUFACTURERS OF**

## GOLD PENS, PEN AND PENCIL CASES,

No. 21 MAIDEN LANE,  
**NEW YORK,**

ALSO, MANUFACTURERS OF  
**BARD & WILSON'S PATENT  
Angular Nib Gold Pens.**

**GOLD PENS REPAIRED OR EXCHANGED.  
Manufactory, BROOKLYN, Conn.**

## CAST STEEL, Of First Quality and Warranted.

**BAR, TOOL, DRILL, AND DIE STEEL.  
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.  
CAR SPRING STEEL,  
Far superior to the ordinary kind.  
FROG PLATES, POINTS.**

**SALTUS & CO.,  
45 CHURCH ST., New York.**

## ENGINEERING WORKS.

### LYONS' TABLES.

To Civil Engineers and Contractors.  
FOR SALE AT THIS OFFICE—A set of Tables for  
finding at a glance, the true cubical contents of Ex-  
cavation and Embankments for all Bases, and for every  
variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.	13. For Base 18 ft. Slope.	14. to 1
1. General Table for all Bases and all Slopes.	14. " 20 " 1 1/2 to 1	15. " 24 " 1 1/2 to 1
2. For Side Hill Cuts and Fills.	15. " 24 " 1 1/2 to 1	16. " 25 " 1 1/2 to 1
3. Base 12 ft. Slopes 1 1/2 to 1	16. " 25 " 1 1/2 to 1	17. " 26 " 1 1/2 to 1
4. " 14 " 1 1/2 to 1	17. " 26 " 1 1/2 to 1	18. " 28 " 1 1/2 to 1
5. " 15 " 1 1/2 to 1	18. " 28 " 1 1/2 to 1	19. " 30 " 1 1/2 to 1
6. " 15 " 1 1/2 to 1	19. " 30 " 1 1/2 to 1	20. " 30 " 1 1/2 to 1
7. " 16 " 1 1/2 to 1	20. " 30 " 1 1/2 to 1	21. " 32 " 1 1/2 to 1
8. " 16 " 1 1/2 to 1	21. " 32 " 1 1/2 to 1	22. " 32 " 1 1/2 to 1
9. " 18 " 1 1/2 to 1	22. " 32 " 1 1/2 to 1	23. " 32 " 1 1/2 to 1
10. " 18 " 1 1/2 to 1	23. " 32 " 1 1/2 to 1	24. " 32 " 1 1/2 to 1
11. " 18 " 1 1/2 to 1	24. " 32 " 1 1/2 to 1	
12. " 18 " 1 1/2 to 1		

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

Sent, free by mail, in separate sheets, at 25c. each; or the whole, handsomely bound in cloth, in one volume, for \$7.50.

### ENGINEER'S FIELD BOOK, By C. S. CROSS, Civil Engineer.

THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

- 1st. The method of staking out railroad curves and keeping field notes.
- 2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
- 3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
- 4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear and most valuable book for practical Railroad Engineers. Sent, free by mail, upon receipt of the price. For sale at this office. Price \$1.

SUCCESSOR TO F. M. RAY.

**D. S. SINCLAIR, Agent,  
166 BROADWAY, NEW YORK.**

**INDIA RUBBER GOODS.  
GUTTA PERCHA GOODS.  
SWAN'S & BAILEY'S CAR SEATS.**

AGENT FOR DR. WINTER'S  
Metallic Paint for Railroad Cars, etc.

**WILLIAM H. BERRYMAN,  
Commission Iron Merchant,  
No. 38 HARRISON STREET,  
And 335, 337 & 339 Washington St.,  
NEW YORK.**

DEALER IN BOILER PLATE AND RIVETS.  
TANK, ANGLE AND BAR IRON,  
SMOKE PIPE, BOILER TUBES, ETC.

MOSES BIGELOW, JR.  
**MOSES BIGELOW & CO.,  
MANUFACTURERS OF ALL KINDS OF  
COPAL VARNISHES,**

At 310 & 312 Mulberry st.,  
Adjoining the Chestnut st. Depot,  
**NEWARK, N. J.,**

HAVING constantly on hand a very large stock of superior  
VARNISHES, would respectfully give notice to buy-  
ers that they can, at all times, be supplied with the best goods  
in their line, on the most favorable terms, and at the shortest  
possible notice.  
The attention of RAILROAD COMPANIES and  
CARRIAGE MANUFACTURERS is especially in-  
vited to their ELASTIC or FINISHING, WEARING BODY  
and LIGHT CARRIAGE VARNISH, which, for free work-  
ing, brilliancy of lustre and fine wearing qualities, are unsur-  
passed by any manufactured in the Union.

Cabinet, Piano, and other Manufacturers  
IN WOOD, TIN AND IRON,

can be supplied with QUICK-DRYING VARNISH of supe-  
rior quality, thoroughly adapted to their various uses.

DRUGGISTS and DEALERS in the article may rely  
upon goods adapted to their trade, and will be dealt with in  
the most liberal manner.

Goods delivered and shipped in New York FREE  
OF CHARGE.

## CEMENT ROOFING.



## PATENT MICA AND Fibrous Cement Roofing.

IT HAS STOOD THE BEST OF ALL TESTS—TIME!

It fully sustains the high reputation it has gained, as a  
PERFECTLY RELIABLE, DURABLE and WATER  
PROOF ROOFING. It is adapted to every variety of Roof,  
new or old, and is the best and cheapest Cement in use for re-  
pairing OLD LEAKY TIN or other Roofs.

**ALL WORK WARRANTED.**  
Cement for sale by the Barrel, and sent to any part of the  
Country, with printed instructions for use.

Also, for sale, State and County Rights for a portion of the  
United States.  
**DITTO, PORTER & CO.,**  
Successors to JOSEPH DITTO & Co.,  
307 Broadway, cor. of Fulton st., N. Y.

## GUTTA PERCHA ROOFING,

IN Rolls which anybody can put on; waterproof, elastic,  
durable, fire-proof; needs no repairs; costs about half  
as much as Tin, and lasts twice as long.

These Roofs are suitable for any style of building. They  
can be steep or flat, or of any required inclination. Also,

## LIQUID Gutta Percha Cement,

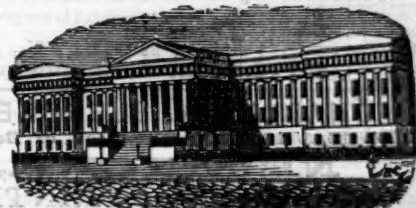
Preferable to paint for covering Tin Roofs, protecting them  
for many years from rust, and rendering them water tight.

Samples, Terms, Price, etc., furnished on application.  
**23 CEDAR ST., NEW YORK.**  
Gutta Percha and Glass Roofing Co.

THE  
Cheapest  
and most  
DURABLE  
ROOFING  
IN USE.  
Sent to any part  
of the country  
with directions  
for application.

**GUTTA PERCHA  
CEMENT ROOFING**

SPECIMENS and references can  
be seen, and any desired informa-  
tion obtained on application, by  
letter or in person, at our office,  
510 BROADWAY, N. Y.  
(Opposite the St. Nicholas Hotel).  
**JOHNS & CROSBY.**



## SCIENTIFIC AMERICAN. MUNN & CO., AMERICAN AND FOREIGN

**PATENT SOLICITORS,**  
Offices 37 Park Row, and 145 Nassau st., N. York.  
PAMPHLETS OF ADVICE "How to procure American and  
Foreign Patents," furnished by MUNN & CO., free of  
charge. Address as above.

## HOYT, BADGER & DILLON,

Late S. HOYT & CO.,  
MANUFACTURERS AND IMPORTERS OF

**FINE  
WATCHES, JEWELRY,  
AND  
SILVER WARE.**

266 PEARL and 38 FULTON STS.,  
**U.S. HOTEL, NEW YORK.**

**STATIONERY.**

**NATHAN LANE & CO.,**  
STATIONERS,  
No. 69 Wall st. and No. 91 Beaver st.,

KEEP on hand a full assortment of articles needed for the COUNTING HOUSE, and for BANKS, INSURANCE, RAILWAY, and other Companies.

Ledgers, Journals, Day-Books, Blotters, BLANK BOOKS, CHECKS AND CHECK-BOOKS, MEMORANDUM AND PASS BOOKS, Commercial and Custom-House Blanks, etc.

ORDERS FOR SPECIAL PATTERNS EXECUTED WITH NEATNESS AND PROMPTITUDE.

**PAPER,**

OF EVERY DESCRIPTION AND STYLE, Letter, Post, Note, Fancy, Enamelled, Plain and Colored, In whole and half reams, with ENVELOPES to suit.

**GOLD AND STEEL PENS,**  
Of the various approved manufactures, on cards and in boxes.

**INKS,**

Of different make and color, also, that good old-fashioned article which many experienced accountants prefer to any other writing liquid—the ancient, long-tried, never-fading, permanent, excellent and trustworthy,

**Kidder's Black Ink Powders.**

Those persons who prefer to make their own ink, can do so in a few minutes, and by giving the bottle an occasional shake, a jet black fluid is obtained.

**BLOTTING PAPER,**  
IN SHEETS AND ROLLS.

Copying Presses and Letter Books.

In short, every other article required by the merchant, the banker, the lawyer, the doctor and his patient, at that old-established stand,

NO. 69 WALL ST. AND NO. 91 BEAVER ST.,  
**NEW YORK.**

**HUFFY'S**

ENGINEERS, ARCHITECTS AND DRAFTSMEN'S  
STATIONERY EMPORIUM.

WHATMAN'S TURKEY MILL DRAWING PAPER, Tracing Paper, Plan and Profile, Protractors, Drawing Pins, Faber's Jackson's, and other makers' Pencils; Field, Level and Memorandum Books of various patterns, Mathematical Instruments, Tape-lines, Mouth Gline, Cross Section paper, Triangles, Label Brushes, Gum Bands, Maiden Gum, Red Tape, Ink, Inkstands and Sand, Water Colors, Pallets, Patent Binders for letters, Portfolios, etc.,

TOGETHER WITH A GENERAL ASSORTMENT OF  
**Stationery and Blank Books.**

All goods packed with care, and forwarded to any part of the United States.

**JOSEPH HUFFY,**  
407 Chestnut st., Philadelphia.

**CHARLES W. BLEECKER,**  
No. 16 & 18 William st., cor. of Beaver,  
**NEW YORK,**  
STATIONER, PRINTER  
AND

**BLANK BOOK MANUFACTURER.**

ENGRAVING, and LITHOGRAPHING of every description, executed in the best style; BLANK BOOKS for RAILROAD COMPANIES, BANKS and INSURANCE COMPANIES, made to order; Tracing and Drawing Papers, Tracing Cloth; Note, Letter and Cap Papers; Envelopes; and a complete assortment of Stationery, all of which is offered on reasonable terms.

**PORTER FITCH,**  
BLANK BOOK MANUFACTURER,  
STATIONER, PRINTER AND LITHOGRAPHER,  
No. 6 BEEKMAN STREET,  
**NEW YORK.**

FIRST CLASS ACCOUNT BOOKS made to order, and ENGRAVING of every description for RAILROAD CORPORATIONS, BANKS and INSURANCE COMPANIES, executed in the best manner on short notice.

**ENVELOPES,**  
NOTE, LETTER and CAP PAPERS,  
FOR SALE AT LOW PRICES.

**OILS! OILS!**

**ROOT, RUST & CLARK,**  
No. 215 Pearl Street,  
**NEW YORK,**

MANUFACTURERS AND DEALERS IN  
**SPERM, ELEPHANT & WHALE OIL.**

ALSO, IMPORTERS OF  
**RAPESEED OIL,**  
(Best known substitute for sperm as a lubricator).

HAVING become largely identified with Railroads, Machine shops, etc., we are enabled to furnish oils particularly adapted to their use, at the very lowest price.

Your orders are solicited.

**Machinists' Lubricating  
OIL COMPANY,**  
No. 68 Courtlandt and 172 Washington Sts.,  
**NEW YORK,**

**ALEXANDER POPE, Treasurer.**  
MANUFACTURERS OF  
**WHITE METALLIC OIL,**  
AND DEALERS IN

**SPERM, LARD, WHALE, AND OTHER OILS.**

**Manhattan Oil Company,**  
Office, No. 16 Broadway, NEW YORK.

**JAMES M. MOTLEY, Vice Pres't and Treasurer.**

MANUFACTURERS OF  
**MASON'S SPERM OIL,**  
AND DEALERS IN  
**SPERM, WHALE, LARD AND OTHER OILS,**  
For Railroads, Steamers, Machinery and Burning.

**THE IMPERIAL  
LUBRICATING OIL,**

MANUFACTURED BY  
**J. C. HULL & SONS,**  
(Formerly W. HULL & SON,)

Nos. 108, 110, 112, 114, 116 & 118 Cliff St.,  
**NEW YORK,**

**For Railroads,  
Machine Shops,  
Steamships,  
Mills, etc.**

THIS OIL having been before the public for a long time, and having been extensively used in different parts of the country, and on each occasion meeting with unqualified approval, renders the manufacturers confident when making the following claims:—

1st. Its first cost is much less than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will not in any way gum or clog up any journal or bearing, all the gum in the Oil being entirely decomposed.

3rd. It will keep all journals and bearings cool, clean and bright as new, thus not only saving wear and tear, but saving also no inconsiderable amount of motive power.

4th. It is fully as durable as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is sweet and clean, and entirely free from all odor or unpleasant smell.

6th. It will remain limpid at as low a temperature as sperm. CERTIFICATES from a large number of Railroad and Steamboat officers, also, prominent Manufacturers and Machine Builders, can be seen by application as above.

**OIL! OIL!**

**PEASE'S**

**IMPROVED ENGINE and SIGNAL OIL,**

FOR  
RAILROADS, STEAMERS, PROPELLERS,  
AND FOR EVERY CLASS OF

**MACHINERY AND BURNING.**  
PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be superior for Burning, and TWENTY-FIVE per cent. more durable than Sperm Oil, for Lubricating, and the only Oil that is in all cases reliable, that will keep bearings cool, and **WILL NOT GUM.**

In no case has it failed to meet the approval of the consumer. The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it superior to any other for Lubricating.—For sale ONLY by the Inventor

**F. S. PEASE, 61 Main st., BUFFALO.**  
Reliable orders filled for any part of the United States or Europe.

**CHARLES FRODSHAM WATCHES.**

**TIFFANY & CO.,**  
550 BROADWAY, NEW YORK,

RESPECTFULLY INVITE THE ATTENTION OF their patrons and the public to an arrangement recently perfected, in connection with Messrs. WILLARD & SON, of Boston, they have added the

**EXCLUSIVE SALE OF THE  
CHARLES FRODSHAM WATCH**

to the specialties of their Establishment. To every one who finds either a luxury or necessity in accurate time-keeping, this most accurate and durable of timekeepers presents decisive claims. Combining the results of a long-studied application of science and of a superlatively fine finish, its excellence has been distinguished by the unique awards of

THE GOLD MEDAL AT THE LONDON EXHIBITION OF 1851. THE GRAND MEDAL OF HONOR (THE ONLY AWARD) AT THE PARIS EXHIBITION OF 1855.

And by PRIZES FROM THE BRITISH GOVERNMENT AMOUNTING TO OVER \$15,000.

In recommending it to their patrons, TIFFANY & CO. after a very long and general acquaintance with the works of the best fabricants, and having tested Mr. Frodsam's work by trials of extraordinary severity, are confident in asserting its superiority in every desirable respect, over any watch that has ever come under their inspection. For outside proof of its performance they are authorized to refer to the undersigned gentlemen who have purchased the Watch from them:

J. J. Astor, Jr., N.Y.	Chas. Francis, N.Y.
W. T. Blodgett, "	W. H. Gunther, "
F. L. Vulture, "	J. H. Wainright, "
W. H. Bulkley, "	Wm. Judson, "
Jno. T. Agnew, "	J. M. Macias, "
Wm. Mason, "	John N. Genin, "
H. M. Stevens, "	J. W. Loyber, "
Jno. J. Herrick, "	J. A. Robinson, "
A. B. Sands, "	E. C. Moore, "
Joseph Allen, "	S. B. Warren, Jr., Troy.
Aug. Fleming, "	C. H. McCormick, Chicago.
I. M. Singer, "	S. H. Alden, Albany.
A. M. L. Agnew, "	Ben. Holliday, San Francisco.
R. M. Esteves, "	J. S. Holbrook, L. I.
P. T. Grinnell, "	

**Waterbury Brass Agency,**

**ALEX. ANDERSON, Agent,**  
52 BEEKMAN STREET, NEW YORK,

FOR THE SALE OF  
SHEET BRASS,  
COPPER AND BRASS WIRE,  
BRASS AND COPPER TUBING,  
COPPER RIVETS AND BURS, ETC.  
Manufactured at WATERBURY, Conn.

**METALS for RAILROAD COMPANIES  
LUCIUS HART,**

IMPORTER AND DEALER IN METALS,  
4 and 6 Burling Slip, NEW YORK.  
BLOCK TIN. SPELTER. HABBITT METAL.  
ANTIMONY. PIG LEAD. INGOT COPPER.

**WM. W. GODDARD**  
No. 253 Pearl st., NEW YORK,  
MANUFACTURERS OF ALL KINDS

**Braziers & Sheet Copper**  
YELLOW SHEATHING METAL, BOLTS AND NAILS  
**COPPER BOTTOMS**

Locomotive Strips, Tubing Bolts and Bars,  
COPPER AND BRASS RIVETS AND BURS

Large Plates and extra-sized Sheets, rolled to order at short notice  
**TINNED COPPER OF ALL DIMENSIONS,  
INGOT AND PIG COPPER.**



# THE FARNLEY IRON CO.,

Near LEEDS, Yorkshire,  
MANUFACTURERS OF  
LOCOMOTIVE TIRES,  
TIRE BARS,  
BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

## TIRES,

Manufactured at these celebrated Works,  
OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.

The quality of the FARNLEY IRON is precisely  
the same as that of LOW MOOR and BOWLING,  
being from the same bed of mineral.

For sale, at manufacturer's prices, by

M. K. JESUP & COMPY,  
44 Exchange Place, New York,  
SOLE AGENTS for the UNITED STATES and CANADAS.

## IRON BOILER FLUES.

### LAP-WELDED BOILER FLUES,

1½ to 7 inches outside diameter, cut to definite length, 2 to 30  
feet as required.

### Wrought Iron Welded Tubes,

From ½ to 3 inches bore, with Screw and Socket Connections.  
T, L's, Stops, Valves, Flanges, etc., etc.

MANUFACTURED AND FOR SALE BY  
**MORRIS, TASKER & CO.,**  
**PASCAL IRON WORKS.**

Established 1821.

WAREHOUSE—209 SOUTH THIRD STREET,  
PHILADELPHIA.

STEPHEN MORRIS,  
THOS. T. TASKER, JR.

CHAS. WHEELER, JR.,  
STEPHEN P. M. TASKER.

## LACKAWANNA IRON AND COAL COMPANY, SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND  
WESTERN RAILROAD, this Company are enabled to obtain  
the MAGNETIC ORES from the most celebrated mines in  
New Jersey, which used in combination with their native ores,  
produce a quality of iron not surpassed.

These Works have been greatly enlarged the past year, and  
are therefore, prepared to execute orders promptly for RAIL-  
ROAD IRON of any pattern and weight, Car Axles,  
Spikes, and Merchant Iron. They have on hand pat-  
terns for T Rails, of the following weights per lineal yard,  
viz—25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at  
the office of the Company, 46 Exchange Place, N. York.

Address **J. H. SCRANTON**, President,  
Scranton, Pa.  
or **DAVID S. DODGE**, Treasurer,  
46 Exchange Place,  
NEW YORK.

## RAILROAD IRON. THE RENSSLAER IRON COMPANY, TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may  
be desired by purchasers.

**OLD RAILS**  
received in exchange for new, or for re-manufacturing.  
**JOHN A. GRISWOLD**, Agent,  
TROY, N. Y.

New York Agency:  
**BUSSING, CROCKER & DODGE,**  
32 CHURCH ST.

## RAILROAD IRON.

THE undersigned, agents for the manufacturers, are pre-  
pared to make CONTRACTS FOR RAILS delivered  
free on board at ports in England, or ex ship at ports in the  
United States.

**M. K. JESUP & COMPY,**  
44 Exchange Place.  
New York, 1st June, 1859.

## RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GURST & CO., the  
proprietors of the Dowlais Iron Works, near Cardiff, South  
Wales, are duly authorized to contract for the sale of their G. I.  
Railroad Iron, and Common Bars, on most advantageous terms.

**R. & J. MAKIN, 70 Broad st.**

## RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are pre-  
pared to contract to deliver, free on board at shipping  
ports in England, or at ports of discharge in the United States,  
RAILS OF SUPERIOR QUALITY,  
and of weight or pattern as may be required.

**VOSE, LIVINGSTON & CO.,**  
9 South William st.

New York, Aug. 1, 1859.

## RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for de-  
livery in New York and other markets in the United  
States and England. For sale by

**S. W. HOPKINS, Broker,**  
80 Beaver st., New York.

## INSTRUMENTS.

### H. W. Hunter,

MANUFACTURER of Railroad, Surveying, and Drawing  
Instruments, etc., etc, 169 William st., New York.  
N. B.—Bronze and Silver Medals awarded for the Best Rail-  
road and Surveying Instruments, 1856 and 1857.



### E. BROWN'S SON,

MANUFACTURER OF  
TRANSITS, LEVELS,  
RODS, CHAINS, ETC.  
No. 27 FULTON SLIP, N. Y.



ENGINEERS' AND SURVEYORS'  
INSTRUMENTS, MADE BY  
**Edmund Draper,**  
Surviving partner of  
**STANCLIFFE & DRAPER,**

No. 22 Pear Street, below Walnut,  
near Third St., PHILADELPHIA.

**J. T. Hobby**, (formerly SAWYER & HOBBY,  
MATHEMATICAL Instrument Maker, at the old stand,  
156 Water st., New York. 1y83

### James Prentice,

66 NASSAU ST., N. Y., Manufacturer of Mathematical In-  
struments of every description. Orders promptly filled.

### Hugo Harttman,

MANUFACTURER of Engineers' and Surveyors' Instru-  
ments, 222 S. Third st., PHILADELPHIA.

**W. & L. E. Gurley, Troy, N. Y.,**  
MANUFACTURERS of Engineers' and Surveyors' Instru-  
ments. Descriptive and priced catalogue gratis.

### Knox & Shain,

MANUFACTURERS of Engineering & Telegraphic Instru-  
ments, 46½ Walnut st., Phila. (Two premiums awarded.)

### F. W. & R. King,

MANUFACTURERS of Engineers' Surveying and Draw-  
ing Instruments, No. 226 Baltimore st., BALTIMORE, Md

### Richard Patten,

MANUFACTURER of Mathematical Instruments to the  
U. S. Government, No. 58 Baltimore st., BALTIMORE, Md.

**James W. Queen & Co., Philad.,**  
MANUFACTURERS of Engineers' Levels, Transits,  
Chains, Tapes, &c. Priced catalogues by mail gratis.

### Wm. J. Young

HAS removed his Engineering and Surveying Instrument  
Manufactory to No. 48 North Seventh Street, Philadelphia.

### H. SAWYER

(of the late firm of SAWYER & HOBBY),  
MANUFACTURER of Transits and Levels, has removed  
to Union Place, near Washington Av. Yonkers, N. Y.

## MORRIS, WHEELER & CO.,

SUCCESSORS TO

**MORRIS & JONES & CO.,**  
**IRON MERCHANTS,**  
MARKET AND SIXTEENTH STREETS,  
PHILADELPHIA.

IRON AND STEEL  
IN ALL THEIR VARIETIES.  
BOILER PLATE, CAR AXLES,  
BOILER RIVETS, RAILROAD IRON,  
CUT NAILS AND SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills,  
Furnaces and Forges in this State, orders for any de-  
scription of IRON can be executed.

## RAILROAD IRON.

**WOOD, MORRELL & CO.,**  
HAVING leased the extensive Works of the CAMBRIA  
IRON COMPANY, situated at JOHNSTOWN, Cambria  
Co., Penna., and purchased all their real estate, are now pre-  
pared to execute, at short notice, orders for RAILS of any  
required pattern or weight, on the most liberal terms.

PHILADELPHIA { NORTH PENNA. R. R. BUILDING,  
OFFICE, No. 407 Walnut st.

## RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in  
STAFFORDSHIRE and WALES, are prepared to contract for  
delivery on board ship at LIVERPOOL, or WELSH port.

**C. CONGREVE & SON,**  
6 Pine st., N. Y.

## RAILROAD IRON.

CONTRACTS for RAILS, at a fixed price or on commis-  
sion, delivered at an English port, or at a port in the  
United States, will be made by the undersigned.

**THEODORE DEHON,**  
10 Wall st., near Broadway, N. Y.  
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

## RAILROAD IRON.

THE subscriber is prepared to enter into CONTRACTS  
FOR RAILS delivered at an English port or at a port  
in the United States.

**JAMES TINKER,**  
54 Exchange Place,  
NEW YORK.

Erle Rails, 57 to 58 lbs. per yard, on hand  
in NEW YORK and NEW ORLEANS.

## RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the

## RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales,  
or the United States.

**MEAD & BELL,**  
17 William Street, N. Y.

**R. T. EDWARDS,**  
361 PEARL STREET, NEW YORK,  
MANUFACTURERS OF  
**WROUGHT, CAST AND GALVANIZED  
PIPE,**

AND EVERY DESCRIPTION OF  
**STEAM, GAS AND WATER FITTINGS,**  
Used by Engineers, Manufacturers, Steam and Gas Fitters,  
Plumbers, etc.

**CAST IRON STREET MAINS,**  
Boiler Flues, Steam Pumps, Steam Valves, Gas Cocks,  
Heater Coils, Steam Gauges, Steam Cocks, Gas Meters,  
Steam Traps, Steam Whistles, Gauge Cocks, Oil Cups,  
Tongs, Pipe Wrenches, Pliers, Proving Pumps, Vices, etc.

**CEMENTS.**

**THE LAWRENCEVILLE MANUF'G  
CEMENT COMPANY,**  
OFFICE 96 WALL ST.,  
**NEW YORK.**

THIS Company manufacture **ROSENDALE HY-  
DRAULIC CEMENT** of a superior and uniform  
quality, and are constantly receiving it fresh from their  
works at Rosendale. Particular attention paid to grinding  
fine, and packing in superior casks. We warrant it to set  
under water, and attain a hardness equalled by no Cement  
manufactured. It has met the approval of Government, and  
we are at present supplying the fortification now in course of  
erection, together with Water Works and Public Buildings.  
For sale upon favorable terms by addressing.

**WM. N. BEACH, President.**  
**CHAS. E. LAWRENCE, Sec'y.**

**HUDSON RIVER  
CEMENT COMPANY.**

THIS Company is now prepared to furnish at the shortest  
notice, on the most favorable terms, **HYDRAULIC  
ROSENDALE CEMENT, NOVA SCOTIA CAL-  
CINED PLASTER, FARMERS' PLASTER,**  
and **MARBLE DUST**, all of full weight, and of a fine  
and superior quality.

This Cement is manufactured by the Company from a superior  
selected quality of Cement Stone, from its extensive Quar-  
ries at Rosendale, Ulster Co., N. Y., and has been very exten-  
sively used during the past eight years in the construction of  
**RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS,  
VAULTS, etc.,** and for a variety of purposes under water,  
such as **DOCKS, BRIDGES, MILL DAMS, FOUNDATIONS**  
and **BREAKWATERS.** It is largely used for any sort of dry  
concrete and **Underwater Works.** Where strong  
work is needed, or dampness to be excluded, this Cement is  
unrivalled. It has the unqualified approbation of the most  
eminent **ARCHITECTS, ENGINEERS, CONTRACTORS**  
and **BUILDERS** in AMERICA, being used in most every  
department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and  
thoroughly papered barrels—each barrel containing 200  
lbs. of Cement—and shipped direct from the works at **JER-  
SEY CITY, N. J.,** (opposite the City of New York), at all  
seasons of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are  
received by purchasers makes it an object for them to purchase  
its **Hydraulic Rosendale Cement, Calcined Plaster, Farmers'  
Plaster, and Marble Dust;** and which, if used by persons of ex-  
perience, never fail to give entire satisfaction. Orders, how-  
ever extensive they may be, are respectfully solicited from  
Dealers, Contractors, Railroad Companies, Masons and others.  
Please address, **Hudson River Cement Company,**  
**Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**  
N. B.—Freights obtained by good vessels on the best terms,  
and Insurance when required.

**DELAFIELD & BAXTER'S,**  
Late OGDEN & DELAFIELD,  
**ROSENDALE CEMENT.**

WE are prepared to enter into arrangements for supplying  
our **CEMENT** for public works, or other purposes. We  
warrant it equal in every respect to any manufac-  
tured in this country. It attains a great degree of hardness, sets  
immediately under water, and is a superior article for ma-  
sonry coming in contact with water, or requiring great strength.  
For sale in tight barrels, well papered, on application at their  
office, by **DELAFIELD & BAXTER, 104 Wall st.**

The above **CEMENT** is used in most of the fortifications  
building by government.

**HOFFMAN'S  
ROSENDALE CEMENT,**  
OFFICE, 93 WALL ST., NEW YORK.

THE LAWRENCE CEMENT COMPANY are prepared to  
receive and execute orders for their Cement, to any ex-  
tent that may be required. They would particularly call the  
attention of purchasers to the distinguishing brand of their  
manufacture, viz.: **HOFFMAN'S ROSENDALE  
CEMENT.** This seems to be necessary, as they have estab-  
lished a reputation for the superior quality of their Cement,  
and there are various other brands offered, as "Rosendale"  
Cement. It has the unqualified approbation of the most emi-  
nent Architects and Engineers, being used in almost every de-  
partment of the Works under Government. It is put up in  
the most careful manner, each barrel being well lined with  
paper, and will be delivered on ship-board, in this city, on the  
most favorable terms. Particular attention given to shipping  
orders, and Freight obtained on the best terms.

**M. W. WOODWARD, Secretary.**

**Rosendale Hydraulic Cement.**

THE NEWARK AND ROSENDALE CEMENT COMPANY  
are now receiving fresh from the Mills their ap-  
proved **ROSENDALE CEMENT,** warranted pure and free  
from quick lime, and which has given such general  
satisfaction in the various government and other public  
works in which it has been used. Purchasers and shippers  
should be careful to get the genuine **ROSENDALE  
CEMENT,** branded "NEWARK and ROSENDALE." "H.  
WILDE." This Cement does not swell and burst the hoops  
when stored in warm climates. It is packed in tight kiln  
dried barrels, and is specially adapted for safe shipping  
on long voyages. Terms reasonable, which may be known by  
addressing,

**JOHN H. STEPHENS, President, Newark, N. J.,** or  
**HENRY WILDE, Secretary, 90 Wall st., N. Y.**

**ROSENDALE HYDRAULIC CEMENT.**

**ROSENDALE AND KINGSTON CEMENT CO.** Manu-  
factory at Kingston, N. Y. on the West Bank of the Hud-  
son River. Office 48 Pine st., New York City.  
**E. M. BRIGHAM, Sec'y.**

**FINANCIAL.**

**S. M. WOOD & CO.,**  
COMMISSION MERCHANTS AND AUCTIONEERS,  
FOR THE PURCHASE AND SALE OF  
REAL AND PERSONAL ESTATE, NOTES, STOCKS, BONDS,  
AND OTHER SOUND SECURITIES.  
HOUSES, STORES, ETC., RENTED.  
Rents Collected, and Loans Negotiated.  
77 Cedar St. and 75 West 40th St.

**S. M. WOOD,**  
**W. L. BOSTOCK,**  
**F. S. BOGUE,** } **NEW YORK.**

**H MEIGS, Jr. & SMITH,**  
**BANKERS and BROKERS,**  
39 WILLIAM STREET,  
(FIRST BUILDING BELOW WALL STREET.)  
STOCKS and BONDS Bought and Sold on Commission.  
MERCANTILE PAPER and LOANS Negotiated.  
INTEREST ALLOWED ON DEPOSITS.  
**HENRY MEIGS, Jr. WM. ALEX. SMITH.**  
New York, May 11, 1868.

**DUNCAN, SHERMAN & CO.,**  
**BANKERS,**  
Corner PINE and NASSAU Sts.,  
**NEW YORK.**

**CIRCULAR NOTES and LETTERS OF CREDIT,**  
**FOR TRAVELERS,**  
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.  
**ALSO, MERCANTILE CREDITS,**  
For use in **EUROPE, CHINA, etc.**

**A. H. DYETT,**  
**STOCK AND BOND BROKER**  
No. 43 EXCHANGE PLACE,  
**NEW YORK.**

**THOMAS GEORGE WALKER.** **DAVID TWEEDIE.**  
**WALKER & TWEEDIE,**  
42 PINE STREET,  
**NEW YORK.**

Business Paper and Bills of Exchange negotiated.  
**BONDS, STOCKS** and other Securities bought and sold.

**KIRK & CHEEVER,**  
**STOCK AND NOTE BROKERS,**  
No. 57 WEST THIRD ST.,  
CINCINNATI, OHIO.

**ALBERT H. NICOLAY,**  
**AUCTIONEER,**  
AND

**STOCK BROKER,**  
No. 53 WILLIAM STREET,  
Near Wall, **NEW YORK.**

Sales of Stocks and Bonds, also Real Estate, etc., etc.

**BANKING and COMMISSION AGENCY.**

**A. G. JAUDON,**  
No. 54 Wall street, NEW YORK.  
AGENCIES of a financial nature connected with Railroads  
Manufacturing and Commercial Business, and Banking  
operations generally, receive special attention.  
**STOCKS, BONDS, NOTES and PILLS OF EXCHANGE**  
**BOUGHT and SOLD on orders.**

**AMASA A. McLEAN & CO.,**  
**NEGOTIATORS AND  
BANKERS,**  
No. 49 PINE STREET,  
**NEW YORK.**

**SIMEON DRAPER, Auctioneer.**

**By SIMEON DRAPER,**  
OFFICE, No. 36 PINE ST., NEW YORK.  
**REGULAR AUCTION SALES**  
AT 36 PINE ST., EVERY DAY.  
**STOCKS and BONDS** bought and sold at private sale.  
Sale every day at 1 o'clock. See Catalogue.

**PROFESSIONAL CARDS.**

**Alfred W. Craven,**  
Chief Engineer Croton Aqueduct, New York.

**Charles W. Copeland,**  
Steam Marine and Railway Engineer,  
122 Broadway, New York.

**Davidson, M. O.,**  
Chief Engineer Havana Railroad Company,  
HAVANA, CUBA.

**C. Floyd-Jones,**  
Engineer Alton and St. Louis Railroad,  
Residence, Vandalia, Ill.

**Robert B. Gorsuch,**  
City of Mexico,  
MEXICO.

**W. H. Graham,**  
Chief Engineer, Peoria and Hannibal Railroad,  
LEWISTOWN, ILL.

**James H. Grant,**  
Civil Engineer, Christiata, Rutherford Co., Tenn.

**Theodore D. Judah,**  
Chief Engineer, and Commissioner of  
San Francisco and Sacramento Railroad, and of  
San Francisco and Sacramento Northern Extension Railroad,  
SAN FRANCISCO, CAL.

**Knight & Von Kamecke,**  
CONSULTING Engineers and General Agents. Draw-  
ings of all kinds neatly and promptly executed. Of-  
fice, No. 26 1/2 Broadway, New York.

**S. W. Hill,**  
Mining Eng'r and Surveyor, Eagle River, Lake Superior.

**Ellwood Morris,**  
Civil Engineer, Franklin Institute, Philadelphia.

**Mills, John B., Civil Engineer,**  
Lake Ontario and Hudson R. R., 20 Exchange Place, N. Y.

**Osborne, Richard B.,**  
Civil Engineer, Office 73 South 4th st., Philadelphia.

**W. Milnor Roberts,**  
Civil Engineer, Carlisle, Pa.

**Silas Seymour,**  
Consulting Engineer, Real Estate and General Agent,  
No. 31 Pine st., NEW YORK.

**Shanly, Walter,**  
Grand Trunk Railway, Toronto, Canada.

**Charles L. Schlatter,**  
Chief Engineer Brunswick and Florida Railroad,  
Brunswick, Georgia.

**Charles B. Stuart,**  
Consulting Engineer, 19 Nassau str., New York.

**A. B. Warford,**  
Chief Engineer, Susquehanna Railroad, Harrisburg Pa.



**J. B. PARSONS. J. H. DOBBS.**  
**PARSONS & DOBBS,**  
**RAILWAY AGENTS,**  
 AND NEGOTIATORS OF SECURITIES,  
 3 NASSAU ST. (opposite the Custom House),  
**NEW YORK.**  
 WE ARE PREPARED TO FURNISH, ON THE SHORTEST NOTICE,  
 ALL ARTICLES REQUIRED IN THE  
 Construction, Equipment & Operating of Railways.  
 We also manufacture a superior quality, and every variety of  
**RAILROAD, SHIP & BOAT SPIKES,**  
 Using in our Works the Burden Machines.  
**WROUGHT IRON RAILROAD CHAIRS,**  
 Made from best quality of Iron.  
**AGENTS FOR THE**  
**JERSEY CITY LOCOMOTIVE WORKS.**

**WILLIAMS & PAGE,**  
 67 WATER STREET,  
**Boston, Mass.**

**RAILROAD SUPPLIES,**  
 CARS, RAILS, WHEELS, AXLES, SPIKES, BOWLING,  
 Lowmoor, Ames and Nashua Tires. Iron. Cast, Spring  
 and Frog Steel. Plush, Car Duck, Car Linings, Waste, Nuts,  
 Hose, Packing, Belting, and all articles for Rail-  
 road use.

## REFERENCES.

Capt. Wm. H. Swift, W. R. E., Phelps, Dodge & Co., N. Y.  
 Boston. Cooper, Hewitt & Co.,  
 Wm. E. Coffin & Co., Boston. E. S. Cressborough, Chicago.  
 S. M. Felton, Esq., Philadelphia.

## RAILROAD SUPPLIES.

**CHARLES T. GILBERT,**  
 No. 64 Exchange Place,  
**NEW YORK,**

Is agent for, and prepared to furnish at manufacturers' prices,

**RAILROAD IRON,**  
**LOCOMOTIVE ENGINES,**  
**RAILROAD CARS,**  
**CAR WHEELS,**  
**AXLES, CHAIRS,**  
**SPIKES, TOOLS,**  
**ETC., ETC.**

All inquiries in reference to the above articles will receive immediate attention.  
 New York, January, 1860.

**EDMUND GIBSON,**  
 AGENT OF RICHARD NORRIS & SON,  
**LOCOMOTIVE WORKS,**  
**PHILADELPHIA.**

ALSO, GENERAL

**RAILWAY COMMISSION AGENT.**  
 Railroad Iron, Car Wheels, Axles, Iron, Brass Castings, Spikes,  
 Chairs, and Locomotive Work in general, solicited.

ALSO,

**WILLIAMS' PATENT RAILROAD LAMP.**  
 ALL ORDERS PROMPTLY FILLED.  
 No. 90 CEDAR ST., NEW YORK.

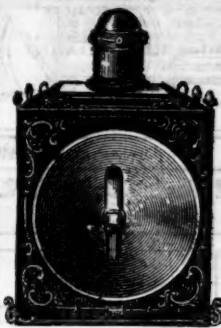
**S. B. BOWLES,**  
 MANUFACTURER AND DEALER IN  
**RAILROAD**  
**SUPPLIES,**  
 No. 12 GOLD STREET,  
 (Between PLATT and MAIDEN LANE),  
**NEW YORK.**

**JAMES RADLEY.**

**E. R. BENNET & CO.,**

162 GREENWICH ST., NEW YORK

**Railroad Supplies and Manufactures,**  
**CAR FINDINGS,**



**MATERIALS** for Locomotive Re-building, Repairs and Railroad Machine shops. Agent for the BOWLING-TIRES, AXLES, CONNECTING RODS, CRANK PINS, PISTON RODS, FRAMES, etc. **CAR WHEELS, Machinists' Tools** of all kinds. SHEET and BAR IRON and STEEL of various sizes. FILES, etc., etc. SHEET and ROLLED BRASS. BRASS WORK of all kinds. STEAM AND WATER GAUGES, LEATHER AND GUM BELTING, LACE LEATHER, etc.

**LUBRICATING AND BURNING OILS.**

Radley's Improved Head-Light, Signal and other Lanterns FOR RAILROAD PURPOSES.

Manufacturers of Radley & Hunters' Patent Spark Arrester.



MORRIS K. JESUP.

JOHN KENNEDY.

**M. K. JESUP & COMP'Y,**  
 RAILWAY AGENTS & BANKERS,  
 44 EXCHANGE PLACE,  
**NEW YORK,**

AGENTS FOR THE SALE OF

Foreign and American Railroad Iron,

AND ALL MATERIALS NECESSARY FOR THE

Construction, Equipment & Operating of Railways.

**RAILWAY AND OTHER SECURITIES**  
**BOUGHT AND SOLD**

Either privately or at the Board of Brokers.

**A. S. & A. G. WHITON,**

32 PINE ST., NEW YORK,

AGENTS FOR THE SALE OF  
 FOREIGN AND AMERICAN

**RAILROAD IRON,**  
**LOCOMOTIVES,**  
**CHAIRS, SPIKES, AND**  
**RAILWAY SUPPLIES GENERALLY.**

ALSO

NEGOTIATORS OF SECURITIES.

NEW YORK AGENCY

**M. W. BALDWIN & CO.'S**  
**Locomotive Works,**  
**PHILADELPHIA.**

**GILEAD A. SMITH,**

(late of M. K. Jesup & Co.)

207 BROADWAY,

Corner of Fulton st., NEW YORK.

**RAILROAD IRON**

Of Approved English and American Makers,  
**EQUIPMENT, SUPPLIES**

AND

**FURNISHINGS**

FOR CONSTRUCTION OR MAINTENANCE OF

**RAILWAYS,**

ON COMMISSION.

**STOCKS and BONDS**

NEGOTIATED PRIVATELY,

OR AT THE BOARD OF BROKERS.

NEW YORK AGENCY

PITTSBURG, FORT WAYNE & CHICAGO R. R. CO.

REFERENCES:

J. EDGAR THOMSON, Pennsylvania R. R. Co.  
 H. W. VANDEGRIFT, Orange and Alexandria R. R. Co.

**E. R. BENNET.**

**A. BRIDGES & CO.,**

MANUFACTURERS AND DEALERS IN

RAILROAD AND CAR

**FINDINGS,**

OF EVERY DESCRIPTION,

64 COURTLANDT ST., NEW YORK.

**RAILROAD AXLES, WHEELS AND CHAIRS,**  
**SPIKES, BOLTS,**  
**NUTS, WASHERS,**  
**CAR, SHIP AND BRIDGE BOLTS.**  
 IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.  
 STEEL AND RUBBER SPRINGS,  
 LOCOMOTIVE AND HAND LANTERNS,  
 PORTABLE FORGES AND JACK SCREWS,  
 COTTON DUCK FOR CAR COVERS,  
 BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings.

Orders for the purchase of goods on commission, aside from our regular business, respectfully solicited.

**ALBERT BRIDGES. JOEL C. LANE.**

**GEO. M. FREEMAN,**

SUCCESSOR TO

**PRATT & FREEMAN,**  
 PHILADELPHIA  
 RAILWAY SUPPLY AGENCY,  
 No. 107 WALNUT STREET,  
 PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,

MACHINERY AND MACHINISTS' TOOLS,

**MINERS' TOOLS, ETC.**

1. COTTON WASTE. 2.

WHITE AND YELLOW CAR GREASE,

LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

**RAILROAD LANTERNS, SIGNAL LIGHTS,**

STEAM GAUGES, COCKS AND WHISTLES,

INDIA RUBBER ROSE PACKINGS, ETC.

**LANTERNS OF ALL DESCRIPTIONS,**

ENGINE, STATION, AND SIGNAL BELLS,

1. Superior Car Upholstery, etc. 2.

AGENCY OF THE KEROSENE OIL COMPANY

Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

**LEWIS E. P. SMITH & CO.,**  
**Copper and Iron Merchants,**

397 and 399 Water st., NEW YORK,

**DEALERS** in Heavy Cast Boiler and Bolt Copper, Spelter, Tin, Lead, Composition, Yellow Metal, Antimony, Wrought and Cast Scrap Iron.

**EDWIN J. HORNER,**  
SUCCESSOR TO  
**McDANIEL & HORNER,**

**LOCOMOTIVE AND RAILROAD  
CAR SPRING  
MANUFACTURER,  
WILMINGTON, DELAWARE.**

**PHILIP S. JUSTICE,**  
21 North Fifth St., Phila. 54 Cliff St., New York.  
152 Congress Street, Boston.

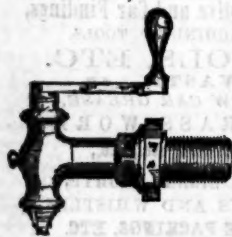
**English Railway Springs,**  
MANUFACTURED OF  
Best Double Faggotted and Improved Cast-Steel  
EACH SPRING TESTED.



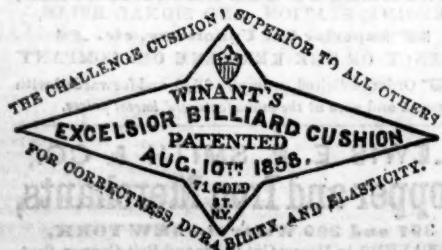
EXTRA CAST STEEL FOR TOOLS AND DRILLS,  
"CONCENTRIC" SOFT CORE TAP STEEL, (war-  
ranted not to crack in hardening.) best double faggotted and  
Cast SPRING STEEL, ribbed and plain; Machinists' Files,  
"Crescent" Faggotted Axles, Wrought Locomotive and Pas-  
senger CAR WHEELS, Homogeneous Metal, etc. Manufac-  
tured by

**CHARLES CANNELL & CO.,**  
"Cyclops" Steel Works, Sheffield.

**McNAB, CARR & HARLIN,**

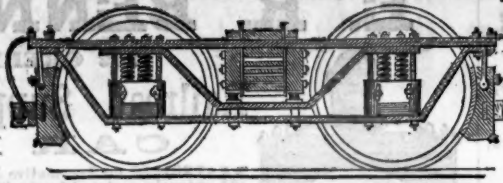


MANUFACTURERS  
of Steam Engine Build-  
ers and Plumbers' BRASS  
WORK, such as Globe  
Valves, Safety Valves, Pump  
Valves, Whistles, Oil Cups,  
Steam and Water Gauges,  
Bibbs, Stops, Basin Cocks,  
Hose Pipes and Couplings, etc.  
All parties interested will  
please send for Catalogue and  
Price List. Address  
**McNAB, CARR & HARLIN,**  
16 John st.,  
NEW YORK.



**THE HUMPHREYSVILLE MANUFACTURING COMPANY,**  
(SUCCESSORS TO DWIGHTS, FRENCH & CO.)

**SEYMOUR, CONN.,**

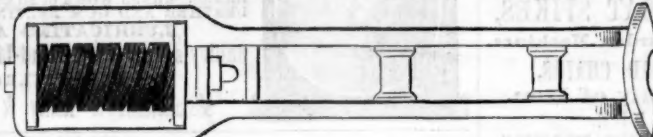


ARE prepared to fill, at short notice, of the best ma-  
terials and workmanship, orders for Wrought  
and Cast Iron Works, fitted ready for use, for the  
building or repairs of Passenger and Freight  
Cars, complete or in part.  
A sample wrought iron truck can be seen at our of-  
fice. No. 5 Gold st., NEW YORK.

We also manufacture—  
BEST FAGGOTTED CAR AXLES,  
SALISBURY IRON CAR WHEELS,  
WROUGHT IRON BOLTS, NUTS & WASHERS,  
RAILROAD JACK SCREWS, ETC.

**RAYMOND FRENCH, Pres't, Seymour, Conn. WM. H. MARSHALL, Treas'r, No. 5 Gold st., N.Y.**

**STEEL CAR SPRINGS,**



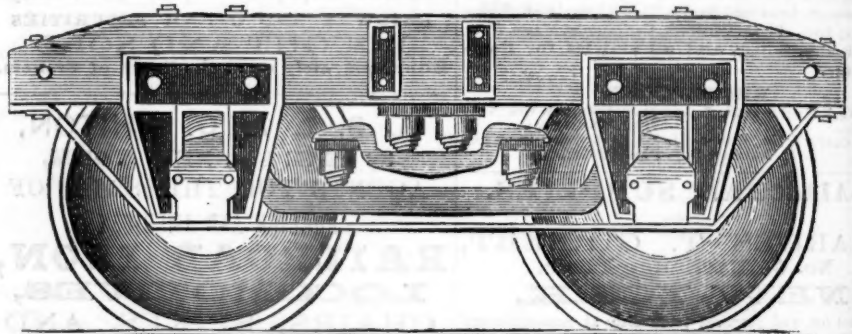
MANUFACTURED  
BY THE  
**PATENTEE,  
Carlos French,  
SEYMOUR, CONN.,**

THESE SPRINGS are now in use on many of the leading Railroads East, South and West. Samples can be ex-  
amined and Price Lists obtained at  
No. 5 Gold st., NEW YORK.

**THE METALLIC CAR SPRING COMPANY  
OF NEW YORK,**

Manufacturers of PATENT CONICAL VOLUTE STEEL CAR SPRINGS.

OFFICE, 54 WILLIAM STREET, NEW YORK,



WITH increased capital and facilities, and ability to meet all orders promptly, this Company respectfully invites the at-  
tention of Railroad Managers, Car and Engine Builders, and others interested in Railroad Machinery and Economy, to  
these Springs, and the improvements in their application. Orders and correspondence solicited.

**CHARLES D. GIBSON, Treasurer.**

**COURTLANDT PALMER, Pres't.**

Jan. 14, 1860.

**RICHARD VOSE, Secretary.**

**JAMES JEFFRIES & SONS,**  
MANUFACTURERS OF  
LOCOMOTIVE, CAR AND TANK  
SPRINGS,  
PHILADELPHIA, (rear of Girard House.)

REFERENCES.

M. W. BALDWIN & CO., B. NORRIS & SON, A. WHIT-  
NEY & SONS, Philadelphia; JOS. R. ANDERSON, Rich-  
mond; SMITH & PERKINS, Alexandria, Va.; JNO. EDGAR  
THOMSON, of Penn. R. R.; EDWARD C. DALE, of P. & G.  
N.R.R.; S. RUTH, of Rich. F. & P.R.R.; THOS. DODAMEAD  
of Va. Central; URIAH WELLS, Petersburg, H. D. BIRD,  
South Side R.R., Petersburg; C. O. SANFORD, of Petersburg  
R. R.; JNO. R. McDANIEL, of Va. & Tenn. R. R.; JAS. P.  
ROBERTSON, of Wilmington and M. R. R.; HENRY T.  
PEAKE, of S. C. R. R.; S. S. SOLOMONS, of North East R. R.;  
JOHN FLYNN, of Western & Atlantic R. R.; E. F. ROWARTH,  
of Greenville & Col. R. R.; GEO. YONGE, of Georgia R. R.;  
WM. CLARK, of Muscogee R. R.; W. W. BALDWIN, of Mont-  
gomery & W. P. R. R.; WM. M. WADLEY, of N.O. J. & G.N.  
R. R.; A. B. SEGER, of Opelousas R. R.; C. WILLIAMS, of  
Vicksburg; ALLEN S. SWETT, of Buffalo and Erie R. R.; F.  
C. ARMS, of Memphis; H. COFFIN, of Memphis; A. WOR-  
REL, of Seaboard & R. R. R.; UNION CAR WORKS, Port-  
smouth; WM. M. HIGHT, of Augusta; S. & R. H. RIKERS,  
WHARTON & PATSCH, Charleston, and all Roads where  
our SPRINGS are in use.

Will be happy to furnish a SET OF SPRINGS to such  
companies as may wish to try their Durability and  
Elasticity, by writing us the Length, Width, Curve over  
all, and the weight which they are to bear.

**DR. A. MERRIMAN,**  
DENTIST,  
1 WAVERLEY PLACE,  
OPPOSITE NEW YORK HOTEL,  
NEW YORK

**PROSSER'S PATENT  
ORIGINAL LAP-WELDED  
IRON AND STEEL BOILER TUBES,  
SAFE FROM END TO END.**

**PARIS' PATENT  
ENAMELED IRON PIPES & PUMPS,  
FOR WATER SUPPLY, ACIDS, ETC.  
SOLE IMPORTERS.**

**PROSSER'S  
PATENT SURFACE CONDENSERS  
FOR high pressure steam, with sea or other bad boiler water,  
GAUGES, 3-OUTTER DRILLS, COUNTERSINKS,  
TUBE END CUTTING BARS EXPANDERS, TUBE  
SCALERS, STEEL WIRE AND WHALEBONE  
BRUSHES, PALL LEVER WRENCHES, TUBES—  
plain or enameled, screwed together for Artesian Wells, HOL-  
LOW SLABS for various purposes, SETS for Rollers.**

**THOS. PROSSER & SON,**  
28 PLATT ST., NEW YORK.

**FAY, WOOD & CO.,**  
214 Pearl st., NEW YORK,  
MANUFACTURERS OF  
**WHITE LEAD, ZINC,  
COPAL VARNISHES AND  
JAPANS.**  
Also, PUTTY, PAINTS and COLORS.